

PLEASE NOTE

TRAFFIC SAFETY FACTS 2005

The *Traffic Safety Facts* annual report contains exposure data (i.e., vehicle miles traveled, registered vehicles, licensed drivers) and other data points that customarily are not available until later. Instead of withholding the entire report until those data are available, this Early Edition is produced to allow customers access to the statistics that are currently available.

This Early Edition does not include the following 2005 data:

- Vehicle miles traveled and fatality rates per vehicle miles traveled by State
- Registered vehicles and fatality rates per registered vehicle by State
- Vehicle miles traveled for the various vehicle types (passenger cars, light trucks, motorcycles, large trucks, buses)
- Registered vehicles for the following vehicle types: motorcycles, large trucks, buses, and total
- Licensed drivers

Tables containing these data will be updated in the final edition of the *Traffic Safety Facts 2005* annual report.

*A Compilation of Motor Vehicle Crash Data from the
Fatality Analysis Reporting System and the General Estimates System*

EARLY EDITION

TRAFFIC SAFETY FACTS 2005



*A Compilation of Motor Vehicle Crash Data from the
Fatality Analysis Reporting System and the General Estimates System*

EARLY EDITION

2005 NATIONAL STATISTICS

POLICE-REPORTED MOTOR VEHICLE TRAFFIC CRASHES

Fatal	39,189
Injury	1,816,000
Property Damage Only	4,304,000
Total	6,159,000

TRAFFIC CRASH VICTIMS

	Killed	Injured
Occupants	33,041	2,494,000
Drivers	23,240	1,743,000
Passengers	9,718	750,000
Unknown	83	—
Motorcycle Riders	4,553	87,000
Nonoccupants	5,849	118,000
Pedestrians	4,881	64,000
Pedalcyclists	784	45,000
Other/Unknown	184	8,000
Total	43,443	2,699,000

OTHER NATIONAL STATISTICS

Vehicle Miles Traveled	2,965,350,000,000
Resident Population	296,410,404
Registered Vehicles	NA
Licensed Drivers	NA
Economic Cost of Traffic Crashes (2000) (estimate for reported and unreported crashes)	\$230.6 billion

NATIONAL RATES: FATALITIES

Fatalities per 100 Million Vehicle Miles Traveled	1.47
Fatalities per 100,000 Population	14.66
Fatalities per 100,000 Registered Vehicles	NA
Fatalities per 100,000 Licensed Drivers	NA

NATIONAL RATES: INJURED PERSONS

Injured Persons per 100 Million Vehicle Miles Traveled	91
Injured Persons per 100,000 Population	911
Injured Persons per 100,000 Registered Vehicles	NA
Injured Persons per 100,000 Licensed Drivers	NA

Sources: Crashes, Fatalities, Injuries, and Costs—National Highway Traffic Safety Administration.

Population—U.S. Bureau of the Census.

Vehicle Miles Traveled—Federal Highway Administration.

Registered Vehicles—R.L. Polk & Co. and Federal Highway Administration.

Cover Photo—Courtesy of Detective J.J. Banachoski of the Fairfax County, Virginia, Police Department, Accident Reconstruction Section.



DOT HS 810 631

Traffic Safety Facts 2005

*A Compilation of Motor Vehicle Crash Data from the
Fatality Analysis Reporting System and the General Estimates System*



National Highway Traffic Safety Administration

National Center for Statistics and Analysis

U.S. Department of Transportation

Washington, DC 20590

FOR MORE INFORMATION

Information on motor vehicle crashes is available from the National Center for Statistics and Analysis, NPO-121, 400 Seventh Street, SW, Washington, DC 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 800-934-8517. FAX messages should be sent to 202-366-7078. To report a safety-related problem or to inquire about motor vehicle safety information, call the Auto Safety Hotline at 888-327-4236. General information on highway traffic safety, which can be accessed by Internet users at web site www.nhtsa.dot.gov/people/ncsa, includes the following annual NCSA fact sheets: *Overview, Alcohol, Occupant Protection, Older Population, Speeding, Children, Young Drivers, Pedestrians, Bicyclists and Other Cyclists* (formerly titled, *Pedalcyclists*), *Motorcycles, Large Trucks, School Transportation-Related Crashes, State Traffic Data*, and *State Alcohol Estimates*.

EARLY EDITION

ADMINISTRATOR'S MESSAGE

The National Highway Traffic Safety Administration (NHTSA) is pleased to present its *Traffic Safety Facts 2005: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. This report combines data from two of our key crash databases, providing statistics on traffic crashes of all severities.

NHTSA's mission is to reduce deaths, injuries, and economic losses from motor vehicle crashes. Although the Nation's crash fatality rate per 100 million vehicle miles of travel in 2005 increased, the injury rate declined. In 2005 the fatality rate rose to 1.47 (up from 1.45 in 2004); however, it was the third consecutive year that the rate remained below 1.50. Nearly 6.2 million police-reported motor vehicle crashes occurred on our highways in 2005—one every 5 seconds. The number of people injured in these crashes continued a steady decline. On average, a person was injured in a police-reported motor vehicle crash every 12 seconds, and someone was killed every 12 minutes.

Alcohol and automobiles are a lethal combination, which is why we are working closely with our law enforcement and national advocacy partners to get even tougher on drunk drivers. We have seen alcohol-related fatalities plummet since the 1980s because police enforce drunk driving laws, and the public is aware of this enforcement. Alcohol-related fatalities declined in 2005, to 16,885, the third consecutive year in which alcohol-related fatalities have declined. Unfortunately, 14,539 persons still were killed in crashes that involved a driver or nonoccupant with blood alcohol concentration of .08 grams per deciliter or greater.

I believe the most promising gains in highway safety are going to come from the deployment of crash avoidance technologies. Today the technology exists not only to ameliorate the severity of the crash, but to help prevent it outright. We are on the cusp of making dramatic and sustained gains in highway safety due to new safety technologies. For example, NHTSA has proposed a rule mandating electronic stability control to prevent rollovers. We anticipate that because of this rulemaking, fewer lives will be lost due to vehicles rolling over in a crash, a number that increased to 10,816 in 2005.

But for all the resources, technology, and education at our disposal, we must never forget that safety starts with the family. It needs to be at the top of every family's priorities list because vehicle safety has an impact on every family. Parents and caregivers must accept that providing and teaching safety, in all its forms, is their most important responsibility. Because of all the efforts in increasing safety belt use, many families have been spared the grief and suffering that too often accompanies motor vehicle crashes.

I want to acknowledge the hard work of States and localities throughout the country who collect, code, and report much of the information contained in this document. Quality information is critical to NHTSA's efforts in its important mission of saving lives. We cannot accomplish that mission without their dedicated work.

I hope users of this publication find the information helpful.



Nicole R. Nason
Administrator
National Highway Traffic Safety Administration

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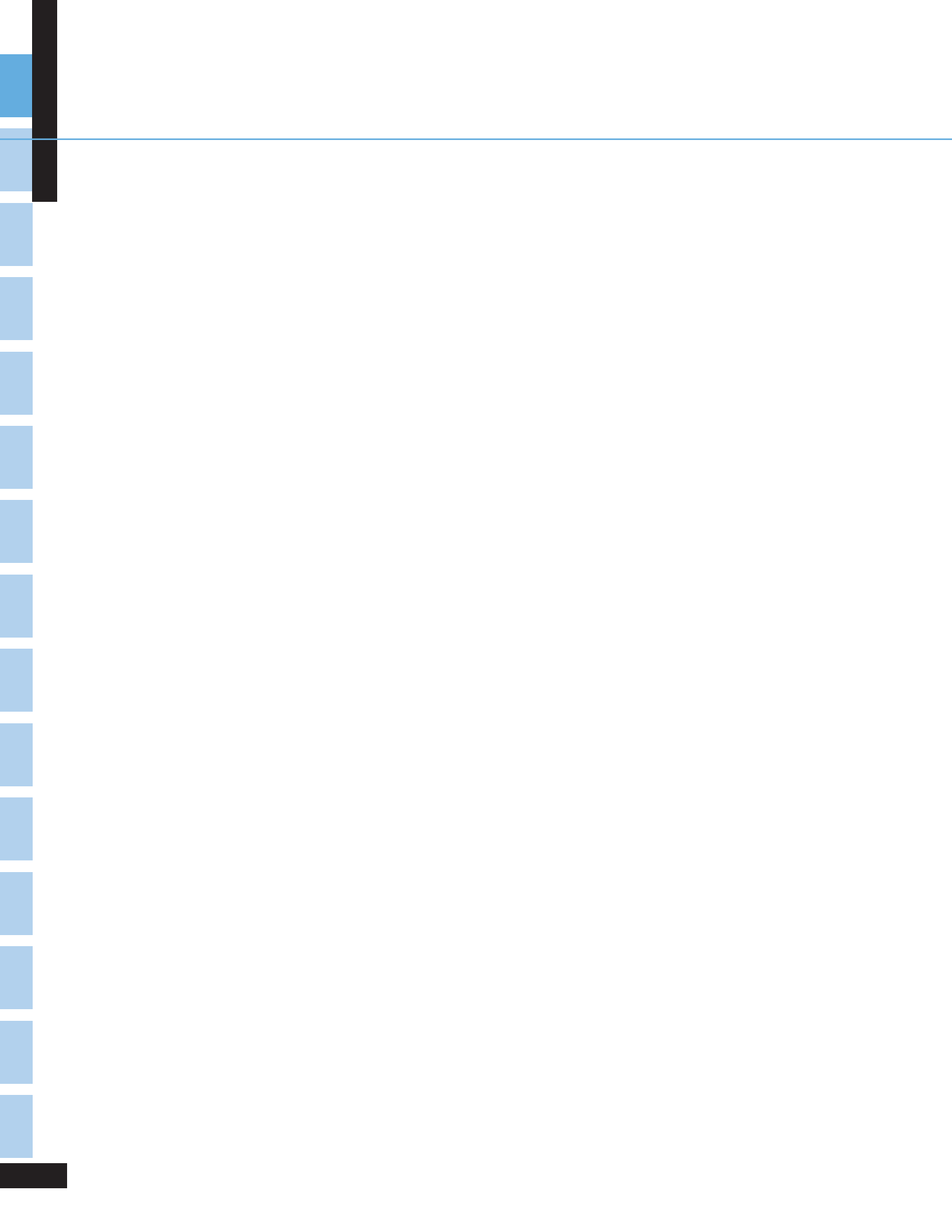
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INTRODUCTION

In this annual report, *Traffic Safety Facts 2005: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*, the National Highway Traffic Safety Administration (NHTSA) presents descriptive statistics about traffic crashes of all severities, from those that result in property damage to those that result in the loss of human life.

Information from two of NHTSA's primary data systems has been combined to create a single source for motor vehicle crash statistics. The first data system, the Fatality Analysis Reporting System (FARS), is probably the better known of the two sources. Established in 1975, FARS contains data on the most severe traffic crashes, those in which someone was killed. The second source is the National Automotive Sampling System General Estimates System (GES), which began operation in 1988. GES contains data from a nationally representative sample of police-reported crashes of all severities, including those that result in death, injury, or property damage. The next two sections provide a brief description of FARS and GES.

Both systems were designed and developed by NHTSA's National Center for Statistics and Analysis (NCSA) to provide an overall measure of highway safety, to help identify traffic safety problems, to suggest solutions, and to help provide an objective basis on which to evaluate the effectiveness of motor vehicle safety standards and highway safety initiatives. Data from these systems are used to answer requests for information from the international and national highway traffic safety communities, including state and local governments, the Congress, Federal agencies, research organizations, industry, the media, and private citizens.



The Fatality Analysis Reporting System (FARS), which became operational in 1975, contains data on a census of fatal traffic crashes within the 50 states, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public, and must result in the death of an occupant of a vehicle or a nonoccupant within 30 days of the crash.

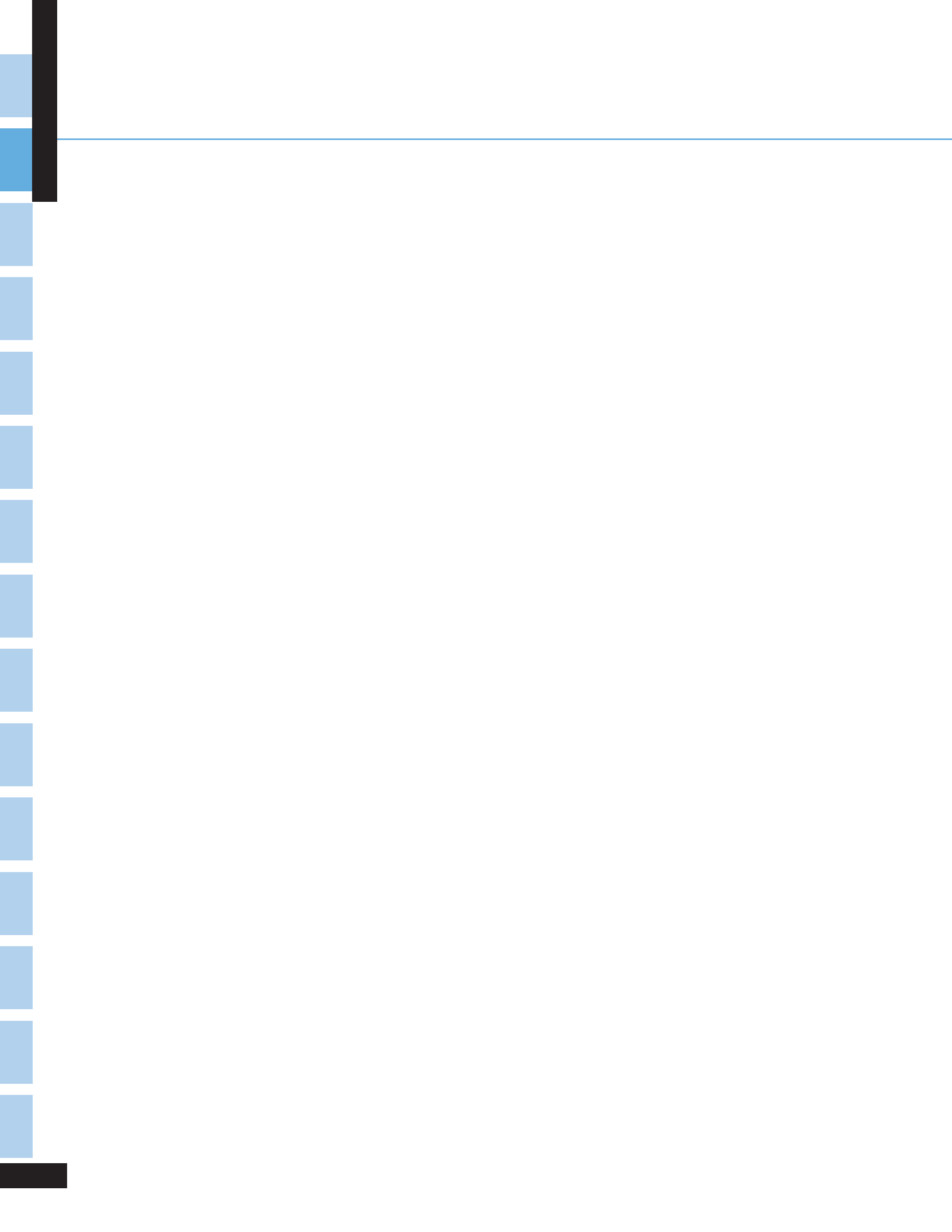
NHTSA has a cooperative agreement with an agency in each state's government to provide information on all qualifying fatal crashes in the state. These agreements are managed by Regional Contracting Officer's Technical Representatives located in the 10 NHTSA Regional Offices. Trained state employees, called "FARS Analysts," are responsible for gathering, translating, and transmitting their state's data to NCSA in a standard format. The number of analysts varies by state, depending on the number of fatal crashes and the ease of obtaining data.

FARS data are obtained solely from the state's existing documents:

Police Accident Reports	Death Certificates
State Vehicle Registration Files	Coroner/Medical Examiner Reports
State Driver Licensing Files	Hospital Medical Reports
State Highway Department Data	Emergency Medical Service Reports
Vital Statistics	Other State Records

From these documents, the analysts code more than 100 FARS data elements. (See Appendix A for a list of the FARS data elements.) The specific data elements may be modified slightly each year to conform to changing user needs, vehicle characteristics, and highway safety emphasis areas. The data collected within FARS do not include any personal identifying information, such as names, addresses, or social security numbers. Thus, any data kept in FARS files and made available to the public fully conform to the Privacy Act.

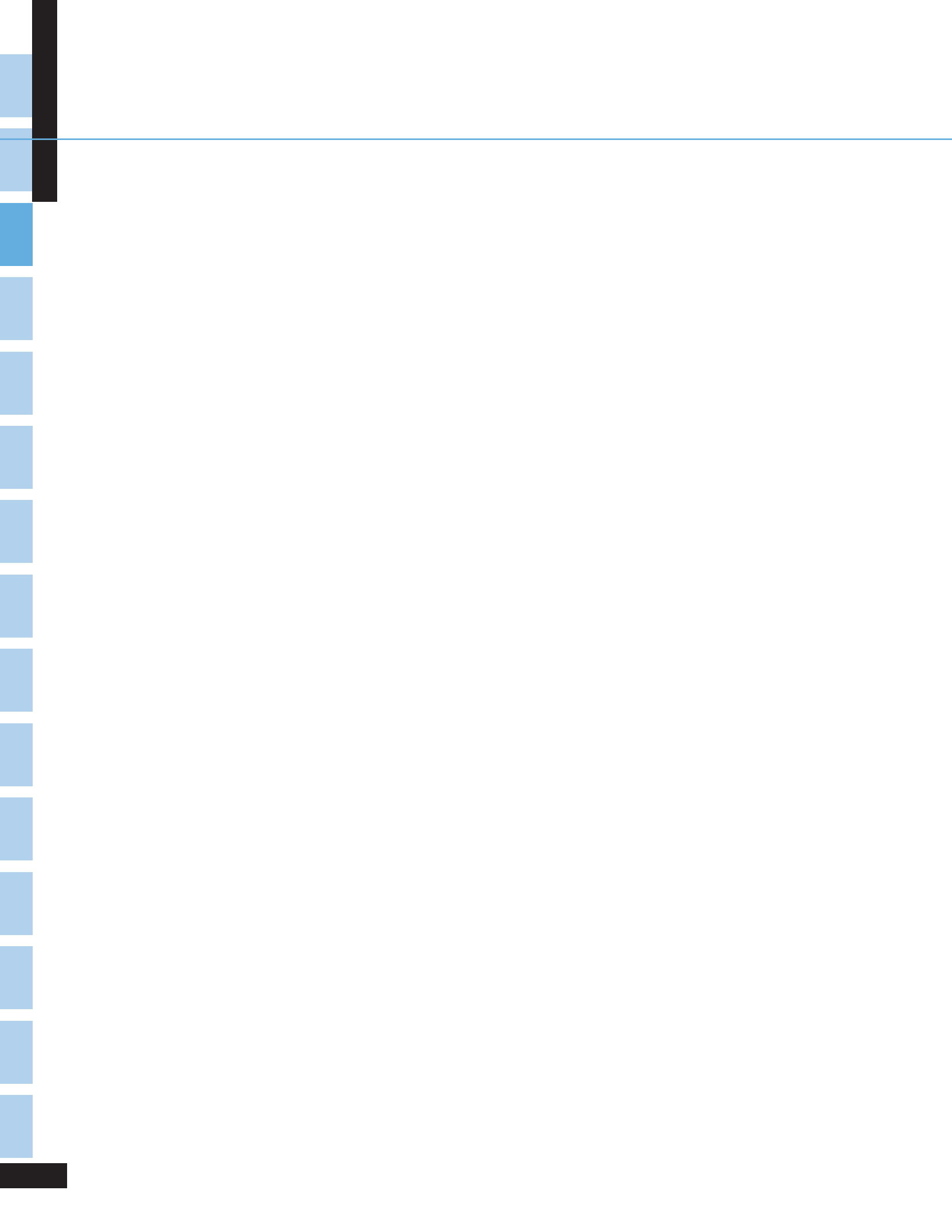
Each analyst enters data into a local microcomputer data file, and daily updates are sent to NHTSA's central computer database. Data are automatically checked when entered for acceptable range values and for consistency, enabling the analyst to make corrections immediately. Several programs continually monitor and improve the completeness and accuracy of the data. The 2005 FARS data file used for the statistics in this report was created in June 2006; however, the 2005 FARS file will *officially* close in February 2007. This additional time provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. The updated final counts for 2004 are reflected in this report. The updated final counts for 2005 will be reflected in the 2006 annual report.



The National Automotive Sampling System (NASS) - General Estimates System (GES) data are obtained from a nationally representative probability sample selected from all police-reported crashes. The system began operation in 1988. To be eligible for the GES sample, a police accident report (PAR) must be completed for the crash, and the crash must involve at least one motor vehicle traveling on a trafficway and must result in property damage, injury, or death. Although various sources suggest that about half the motor vehicle crashes in the country are not reported to police, the majority of these unreported crashes involve only minor property damage and no significant personal injury. By restricting attention to police-reported crashes, the GES concentrates on those crashes of greatest concern to the highway safety community and the general public.

GES data collectors make weekly visits to 410 police jurisdictions in 60 sites across the United States, where they randomly sample about 57,000 PARs per year. The collectors obtain copies of the PARs and send them to the NASS quality control centers for coding. No other data are collected beyond the selected PARs—no driver license, vehicle registration, or medical information is obtained.

Trained data entry personnel interpret and code data directly from the PARs into an electronic data file. Approximately 90 data elements are coded into a common format. (See Appendix B for a list of the GES data elements.) Some elements are modified every other year to meet the changing needs of the highway safety community. To protect individual privacy, no personal information (names, addresses, specific crash locations) is coded. During data coding, the data are checked electronically for validity and consistency. After the data file is created, further quality checks are performed on the data through computer processing and by the data coding supervisors. The 2005 file used for the statistics in this report was completed in June 2006.

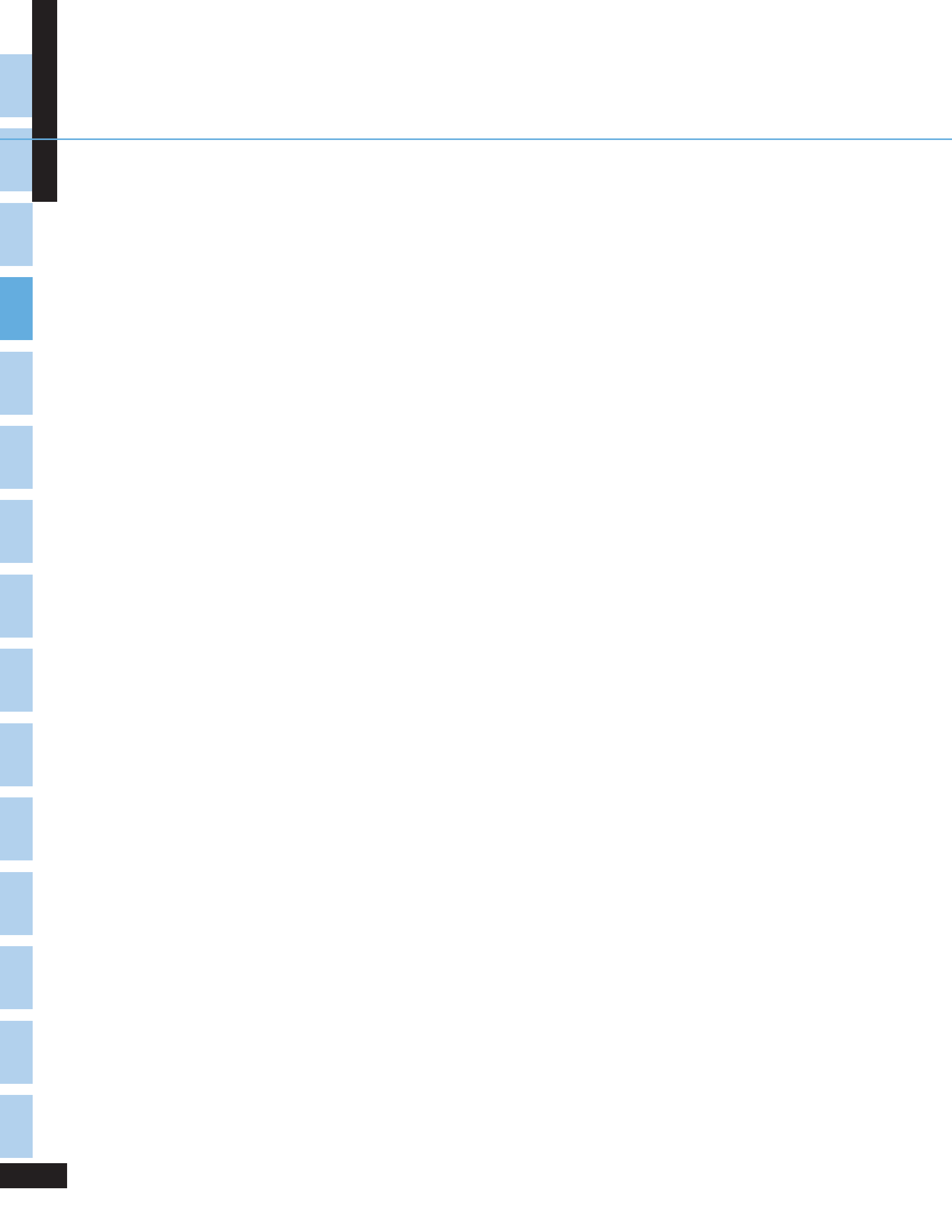


ABOUT THIS REPORT

Fatal crash data from FARS and nonfatal crash data from GES are presented in this report in five chapters. Chapter 1, “Trends,” presents data from all years of FARS (1975 through 2005) and GES (1988 through 2005). The remaining chapters present data only from 2005. Chapter 2, “Crashes,” describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crash. Chapter 3, “Vehicles,” concentrates on the types of vehicles involved in crashes and the damage to the vehicles. Chapter 4, “People,” is the largest chapter of this report, with statistics about drivers, passengers, pedestrians, and pedalcyclists. The last chapter of the report, “States,” contains information about crashes for each state, the District of Columbia, and Puerto Rico. Terms used throughout the report are defined in the Glossary.

About three-quarters of the tables in this report present data from both FARS and GES. The remaining tables contain FARS data only. Statistics describing fatal crashes or fatalities have been derived from FARS. Statistics describing injury crashes, property-damage-only crashes, or nonfatal injuries have been derived from GES. The reader should be aware that FARS numbers are actual counts of fatalities or fatal crashes, whereas GES numbers are estimates of counts of crashes and injuries and are subject to sampling and nonsampling errors. (See Appendix C for more information on these errors.) To emphasize this difference, FARS numbers are not rounded, while GES estimates have been rounded to the nearest thousand. As a result of the rounding, for some tables, the sum of the row or column entries may not equal the row or column total. In addition, percentages have been calculated prior to rounding.

The reader may also notice that many tables have rows or footnotes for “unknowns” for FARS data, but not for GES data. The reason for this difference is that almost all the GES unknown data have been assigned values through complex statistical procedures. FARS unknown data, on the other hand, are not assigned values, with the exception of blood alcohol concentration (BAC) test results. When the alcohol test results are unknown, BAC values have been assigned to drivers and nonoccupants involved in fatal crashes, using a method of *multiple imputation* that was revised in 2001. More information on the new multiple imputation method, including detailed tabulations of alcohol involvement in various categories (age, sex, time of day, etc.), is available in NHTSA Technical Report DOT HS 809 403, *Transitioning to Multiple Imputation: A New Method to Estimate Missing Blood Alcohol Concentration (BAC) Values in FARS*.



DATA AVAILABILITY

While this report presents a wide spectrum of information in more than 100 tables and figures, it contains only a fraction of the data available from FARS and GES. Additional data from FARS (1975 through 2005) or from GES (1988 through 2005) are available in four ways:

- Modest requests for specific data will be answered by NCSA at no charge. Response usually requires about two weeks, depending on the nature and complexity of the data requested.
- Compact disks can be purchased in one of several formats amenable to analysis. This will enable you to process the data using your own computer system. Information on acquiring the compact disks is available by contacting the Volpe Center at the following address:

Attn: Marjorie Saccoccio
USDOT Volpe National Transportation Systems Center
DTS-23
55 Broadway
Cambridge, MA 02142
617-494-2640
617-494-3770 (FAX)

- FARS and GES data can be obtained by downloading any of the published files from the Internet, at <ftp://ftp.nhtsa.dot.gov/FARS> or <ftp://ftp.nhtsa.dot.gov/GES>. The files are available in SAS, sequential ASCII, and (for FARS only, not GES) DBF file formats. This will enable you to process the data using your own computer system.
- FARS data can also be accessed on the Web at www-fars.nhtsa.dot.gov. This Web site provides instant access to the 1994 through 2005 FARS data via the Create-a-Query, Create-a-Map, and Reports features. The Create-a-Query feature will enable you to process the data using our interactive user interface. The Create-a-Map feature will enable you to create state-by-state and county-by-county map displays from an inventory of report selections. The Reports feature is an inventory of the fatality statistical reports found in this publication. These are national reports for current and past years that may be customized by selection of state; and for state reports, county tabulation may be selected.

VEHICLE SAFETY HOTLINE

To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Data Availability

Requests for more information from FARS or GES should be directed to:

National Highway Traffic Safety Administration
National Center for Statistics and Analysis
NPO-121
400 Seventh Street, SW
Washington, DC 20590
202-366-4198 or 800-934-8517
202-366-7078 (FAX)

Requests for more information may also be submitted online via NCSA's Customer Automated Tracking System (CATS):

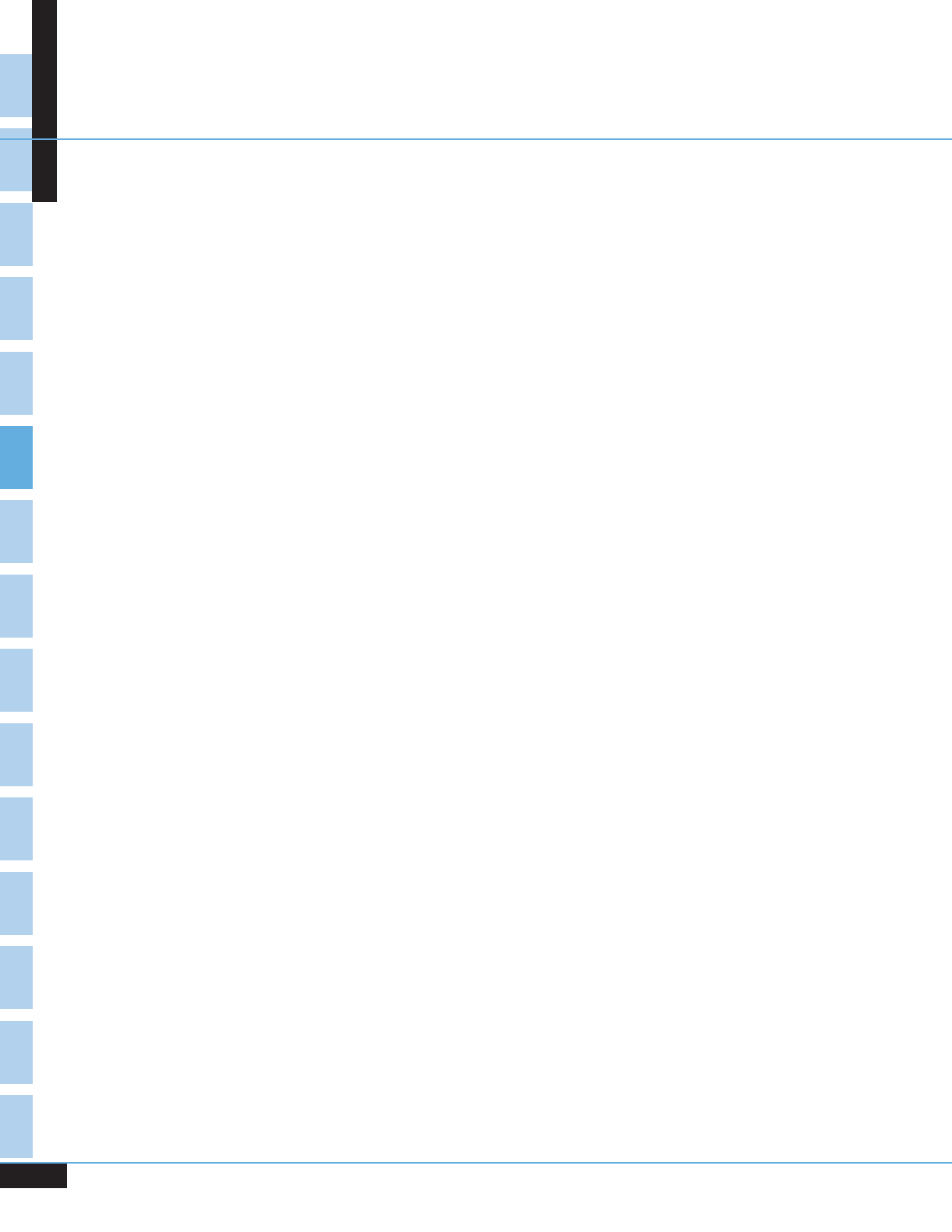


<http://www-nrd.nhtsa.dot.gov/CMSWeb>

Additional information on all NHTSA's data files, including FARS and GES, can be found on the NCSA Web site: www.nhtsa.dot.gov/people/ncsa. Fact sheets, recent NCSA research notes, and abstracts of technical reports can be downloaded in portable document format (PDF). Comments and suggestions about the NCSA Web site can be e-mailed to the following address: ncsaweb@nhtsa.dot.gov.

Chapter 1

TRENDS



CHAPTER 1 ■ TRENDS

The tables in this chapter present statistics about police-reported motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 2005; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2005. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 2005. Care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from GES data are estimates, year-to-year differences may be the result of the sampling process, not the result of an actual trend. The variability or sampling errors associated with the estimates must be considered when making any year-to-year comparisons using GES data. (For more information on sampling error, see Appendix C.) Below are some of the statistics you will find in this chapter:

- Fatal crashes increased by 1.9 percent from 2004 to 2005, and the fatality rate rose to 1.47 fatalities per 100 million vehicle miles of travel in 2005.
- The injury rate per 100 million vehicle miles of travel decreased by 3.3 percent from 2004 to 2005.
- The occupant fatality rate (including motorcycle riders) per 100,000 population, which declined by 22.7 percent from 1975 to 1992, decreased by 1.6 percent from 1992 to 2005.
- The occupant injury rate (including motorcycle riders) per 100,000 population, which declined by 13.6 percent from 1988 to 1992, decreased by 23.6 percent from 1992 to 2005.
- The nonoccupant fatality rate per 100,000 population has declined by 50.6 percent from 1975 to 2005.
- The nonoccupant injury rate per 100,000 population has declined by 49.4 percent from 1988 to 2005.
- The percent of alcohol-related fatalities has declined from 60 percent in 1982 to 39 percent in 2005.

Chapter 1 ■ Trends

Figure 1
Fatal Crashes, 1975-2005

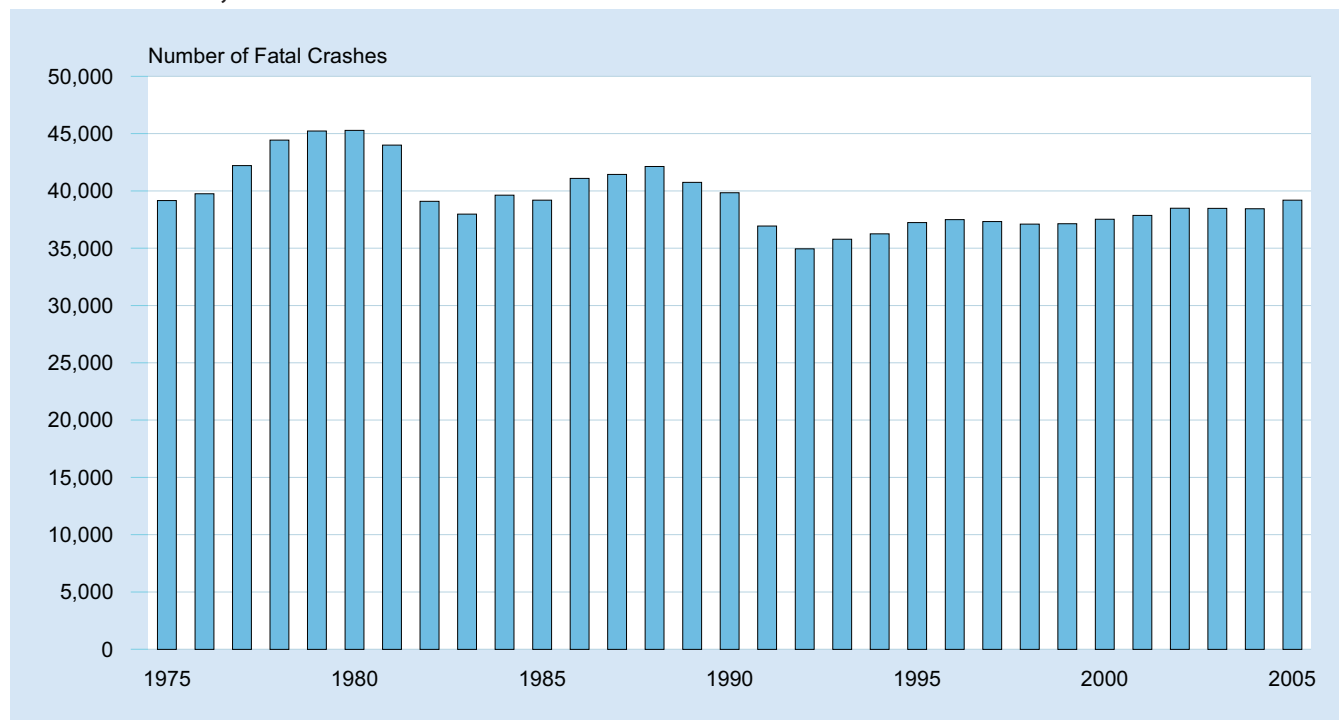


Table 1
Crashes by Crash Severity, 1988-2005

Year	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1988	42,130	0.6	2,233,000	32.4	4,611,000	67.0	6,887,000	100.0
1989	40,741	0.6	2,153,000	32.4	4,459,000	67.0	6,653,000	100.0
1990	39,836	0.6	2,122,000	32.8	4,309,000	66.6	6,471,000	100.0
1991	36,937	0.6	2,008,000	32.8	4,073,000	66.6	6,117,000	100.0
1992	34,942	0.6	1,991,000	33.2	3,974,000	66.2	6,000,000	100.0
1993	35,780	0.6	2,022,000	33.1	4,048,000	66.3	6,106,000	100.0
1994	36,254	0.6	2,123,000	32.7	4,336,000	66.8	6,496,000	100.0
1995	37,241	0.6	2,217,000	33.1	4,446,000	66.4	6,699,000	100.0
1996	37,494	0.6	2,238,000	33.1	4,494,000	66.4	6,770,000	100.0
1997	37,324	0.6	2,149,000	32.4	4,438,000	67.0	6,624,000	100.0
1998	37,107	0.6	2,029,000	32.0	4,269,000	67.4	6,335,000	100.0
1999	37,140	0.6	2,054,000	32.7	4,188,000	66.7	6,279,000	100.0
2000	37,526	0.6	2,070,000	32.4	4,286,000	67.0	6,394,000	100.0
2001	37,862	0.6	2,003,000	31.7	4,282,000	67.7	6,323,000	100.0
2002	38,491	0.6	1,929,000	30.5	4,348,000	68.8	6,316,000	100.0
2003	38,477	0.6	1,925,000	30.4	4,365,000	69.0	6,328,000	100.0
2004	38,444	0.6	1,862,000	30.1	4,281,000	69.3	6,181,000	100.0
2005	39,189	0.6	1,816,000	29.5	4,304,000	69.9	6,159,000	100.0

Table 2

Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2005

Killed									
Year	Fatalities	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million Vehicle Miles Traveled
1966	50,894	196,560	25.89	100,998	50.39	95,703	53.18	926	5.50
1975	44,525	215,973	20.62	129,791	34.31	126,153	35.29	1,328	3.35
1980	51,091	227,225	22.48	145,295	35.16	146,845	34.79	1,527	3.35
1981	49,301	229,466	21.49	147,075	33.52	149,330	33.01	1,555	3.17
1982	43,945	231,664	18.97	150,234	29.25	151,148	29.07	1,595	2.76
1983	42,589	233,792	18.22	154,389	27.59	153,830	27.69	1,653	2.58
1984	44,257	235,825	18.77	155,424	28.48	158,900	27.85	1,720	2.57
1985	43,825	237,924	18.42	156,868	27.94	166,047	26.39	1,775	2.47
1986	46,087	240,133	19.19	159,486	28.90	168,545	27.34	1,835	2.51
1987	46,390	242,289	19.15	161,816	28.67	172,750	26.85	1,921	2.41
1988	47,087	244,499	19.26	162,854	28.91	177,455	26.53	2,026	2.32
1989	45,582	246,819	18.47	165,554	27.53	181,165	25.16	2,096	2.17
1990	44,599	249,464	17.88	167,015	26.70	184,275	24.20	2,144	2.08
1991	41,508	252,153	16.46	168,995	24.56	186,370	22.27	2,172	1.91
1992	39,250	255,030	15.39	173,125	22.67	184,938	21.22	2,247	1.75
1993	40,150	257,783	15.58	173,149	23.19	188,350	21.32	2,296	1.75
1994	40,716	260,327	15.64	175,403	23.21	192,497	21.15	2,358	1.73
1995	41,817	262,803	15.91	176,628	23.68	197,065	21.22	2,423	1.73
1996	42,065	265,229	15.86	179,539	23.43	201,631	20.86	2,486	1.69
1997	42,013	267,784	15.69	182,709	22.99	203,568	20.64	2,562	1.64
1998	41,501	270,248	15.36	184,861	22.45	208,076	19.95	2,632	1.58
1999	41,717	272,691	15.30	187,170	22.29	212,685	19.61	2,691	1.55
2000	41,945	282,193	14.86	190,625	22.00	217,028	19.33	2,747	1.53
2001	42,196	285,108	14.80	191,276	22.06	221,230	19.07	2,797	1.51
2002	43,005	287,985	14.93	194,602	22.10	225,685	19.06	2,856	1.51
2003	42,884	290,850	14.74	196,166	21.86	230,633	18.59	2,890	1.48
2004	42,836	293,657	14.59	198,889	21.54	237,961	18.00	2,963	1.45
2005	43,443	296,410	14.66	—	—	—	—	2,965	1.47

Injured									
Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 Population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million Vehicle Miles Traveled
1988	3,416,000	244,499	1,397	162,854	2,098	177,455	1,925	2,026	169
1989	3,284,000	246,819	1,330	165,554	1,984	181,165	1,813	2,096	157
1990	3,231,000	249,464	1,295	167,015	1,934	184,275	1,753	2,144	151
1991	3,097,000	252,153	1,228	168,995	1,833	186,370	1,662	2,172	143
1992	3,070,000	255,030	1,204	173,125	1,773	184,938	1,660	2,247	137
1993	3,149,000	257,783	1,222	173,149	1,819	188,350	1,672	2,296	137
1994	3,266,000	260,327	1,255	175,403	1,862	192,497	1,697	2,358	139
1995	3,465,000	262,803	1,319	176,628	1,962	197,065	1,758	2,423	143
1996	3,483,000	265,229	1,313	179,539	1,940	201,631	1,728	2,486	140
1997	3,348,000	267,784	1,250	182,709	1,832	203,568	1,644	2,562	131
1998	3,192,000	270,248	1,181	184,861	1,727	208,076	1,534	2,632	121
1999	3,236,000	272,691	1,187	187,170	1,729	212,685	1,522	2,691	120
2000	3,189,000	282,193	1,130	190,625	1,673	217,028	1,469	2,747	116
2001	3,033,000	285,108	1,064	191,276	1,585	221,230	1,371	2,797	108
2002	2,926,000	287,985	1,016	194,602	1,503	225,685	1,296	2,856	102
2003	2,889,000	290,850	993	196,166	1,473	230,633	1,252	2,890	100
2004	2,788,000	293,657	950	198,889	1,402	237,961	1,172	2,963	94
2005	2,699,000	296,410	911	—	—	—	—	2,965	91

Notes: 2005 data not yet available for licensed drivers and registered vehicles. Some states include restricted driver licenses and graduated driver licenses in their licensed driver counts.

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-2005—R.L. Polk & Co. and Federal Highway Administration; Population—U.S. Bureau of the Census; Traffic Deaths, 1966-1974—National Center for Health Statistics, D.H.H.S., State Accident Summaries (adjusted to 30-day traffic deaths by NHTSA); Traffic Deaths, 1975-2005—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Injured, 1988-2005—General Estimates System (GES), NHTSA. Injury data not available for years before 1988.

Chapter 1 ■ Trends

Figure 2
Motor Vehicle Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1966-2005

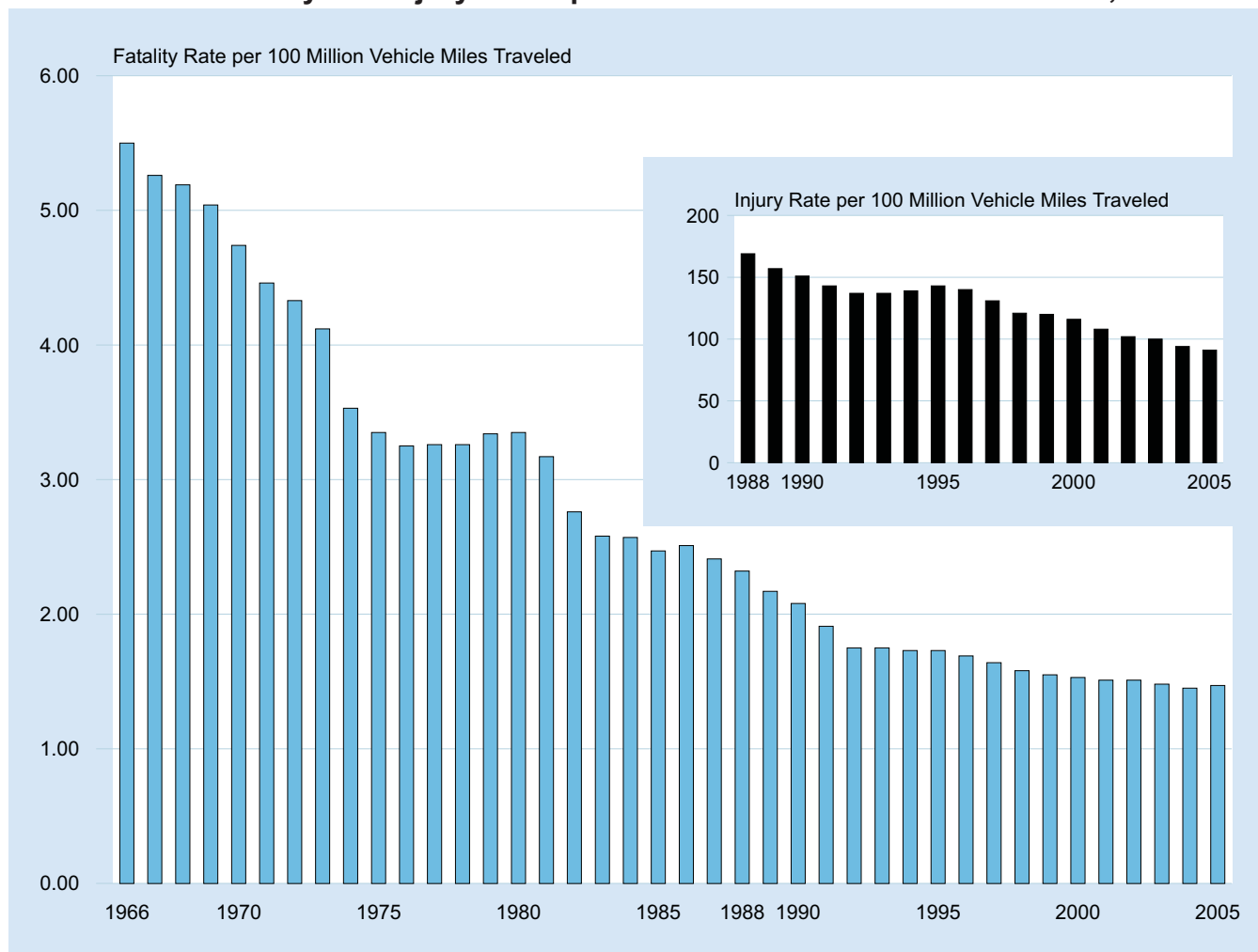


Table 3

Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2005

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Fatal Crashes												
1975	37,897	3.68	40.11	8,636	4.23	41.35	3,977	4.89	74.16	3,265	58.00	65.77
1980	39,059	3.53	37.28	12,680	4.29	42.18	5,379	4.96	92.89	5,194	50.85	91.22
1985	34,277	2.74	29.46	12,464	3.21	33.09	5,153	4.17	85.94	4,608	50.72	84.64
1986	36,195	2.83	30.87	13,327	3.20	33.52	5,097	4.02	89.09	4,570	48.63	87.90
1987	36,580	2.75	30.52	14,514	3.27	34.81	5,108	3.83	89.33	4,067	42.78	83.24
1988	36,977	2.67	30.43	15,286	3.13	34.27	5,241	3.80	85.40	3,715	37.06	81.04
1989	35,410	2.50	28.85	15,700	3.00	33.31	4,984	3.49	80.05	3,192	30.78	72.21
1990	34,085	2.39	27.65	15,620	2.81	31.29	4,776	3.27	77.08	3,276	34.28	76.91
1991	31,291	2.22	25.37	14,832	2.49	28.49	4,347	2.91	70.43	2,829	30.82	67.72
1992	29,817	2.08	24.78	14,648	2.28	27.21	4,035	2.63	66.75	2,439	25.52	60.00
1993	30,233	2.09	24.97	15,332	2.27	27.10	4,328	2.71	71.09	2,477	25.01	62.27
1994	30,273	2.07	24.81	16,353	2.30	27.49	4,644	2.73	70.49	2,339	22.84	62.26
1995	30,940	2.09	25.11	17,587	2.35	28.13	4,472	2.51	66.55	2,268	23.15	58.20
1996	30,727	2.05	24.66	18,246	2.32	27.88	4,755	2.60	67.81	2,176	21.94	56.20
1997	30,059	1.97	24.11	18,628	2.26	27.68	4,917	2.57	69.42	2,160	21.43	56.45
1998	29,040	1.87	23.05	19,363	2.25	27.75	4,955	2.52	64.08	2,334	22.70	60.16
1999	28,027	1.79	22.09	19,959	2.21	27.29	4,920	2.43	63.15	2,532	23.92	60.98
2000	27,802	1.76	21.76	20,498	2.17	26.91	4,995	2.43	62.26	2,975	28.42	68.45
2001	27,586	1.73	21.41	20,831	2.13	26.42	4,823	2.31	61.38	3,265	33.87	66.59
2002	27,374	1.70	21.03	21,668	2.14	26.49	4,587	2.14	57.86	3,365	35.23	67.24
2003	26,562	1.65	20.19	22,299	2.14	26.18	4,721	2.17	60.86	3,802	39.70	70.80
2004	25,682	1.58	19.27	22,486	2.05	25.00	4,902	2.16	59.99	4,121	41.01	71.29
2005	25,029	—	18.52	22,838	—	24.05	4,932	—	—	4,655	—	—
Injury Crashes												
1988	3,073,000	222	2,529	683,000	140	1,530	96,000	69	1,562	98,000	974	2,129
1989	2,892,000	204	2,355	727,000	139	1,543	110,000	77	1,770	76,000	732	1,717
1990	2,838,000	199	2,302	729,000	131	1,460	107,000	73	1,730	82,000	854	1,916
1991	2,615,000	185	2,120	789,000	132	1,515	78,000	52	1,264	79,000	856	1,882
1992	2,640,000	184	2,194	758,000	118	1,409	95,000	62	1,567	61,000	642	1,509
1993	2,631,000	182	2,174	843,000	125	1,490	97,000	60	1,585	56,000	565	1,407
1994	2,785,000	191	2,283	912,000	128	1,533	96,000	56	1,452	54,000	526	1,433
1995	2,914,000	197	2,365	1,024,000	137	1,638	84,000	47	1,244	52,000	530	1,331
1996	2,884,000	192	2,314	1,071,000	136	1,636	94,000	51	1,339	51,000	512	1,312
1997	2,736,000	179	2,195	1,064,000	129	1,582	96,000	50	1,349	51,000	501	1,321
1998	2,545,000	164	2,020	1,059,000	123	1,517	89,000	45	1,146	45,000	433	1,148
1999	2,438,000	156	1,921	1,165,000	129	1,593	101,000	50	1,292	46,000	436	1,111
2000	2,396,000	152	1,876	1,209,000	128	1,587	101,000	49	1,253	53,000	509	1,226
2001	2,279,000	143	1,768	1,218,000	125	1,545	90,000	43	1,143	57,000	587	1,155
2002	2,136,000	133	1,641	1,210,000	119	1,479	94,000	44	1,189	58,000	612	1,167
2003	2,129,000	132	1,619	1,233,000	118	1,447	89,000	41	1,145	64,000	665	1,185
2004	1,990,000	123	1,493	1,246,000	114	1,385	87,000	38	1,062	70,000	699	1,215
2005	1,893,000	—	1,401	1,209,000	—	1,273	82,000	—	—	80,000	—	—
Property-Damage-Only Crashes												
1988	6,050,000	437	4,979	1,542,000	316	3,458	297,000	215	4,839	21,000	207	453
1989	5,678,000	401	4,625	1,613,000	309	3,421	300,000	210	4,825	20,000	188	441
1990	5,485,000	384	4,450	1,654,000	298	3,314	273,000	187	4,411	20,000	208	467
1991	5,084,000	360	4,122	1,675,000	281	3,217	248,000	166	4,022	25,000	268	589
1992	4,852,000	338	4,031	1,704,000	265	3,165	277,000	181	4,586	10,000	100	236
1993	4,789,000	331	3,956	1,884,000	279	3,331	296,000	185	4,861	17,000	169	420
1994	5,126,000	351	4,202	2,023,000	284	3,401	360,000	212	5,467	13,000	128	349
1995	5,335,000	361	4,329	2,149,000	287	3,437	289,000	162	4,307	13,000	131	329
1996	5,281,000	352	4,238	2,274,000	289	3,475	295,000	161	4,209	14,000	138	355
1997	5,116,000	335	4,104	2,314,000	281	3,439	337,000	176	4,761	10,000	102	268
1998	4,896,000	315	3,887	2,315,000	269	3,317	318,000	162	4,114	9,000	84	222
1999	4,469,000	285	3,523	2,491,000	276	3,406	369,000	182	4,739	10,000	96	246
2000	4,467,000	283	3,497	2,621,000	278	3,441	351,000	171	4,377	14,000	133	321
2001	4,399,000	276	3,413	2,679,000	275	3,398	335,000	160	4,261	14,000	150	295
2002	4,443,000	276	3,412	2,757,000	272	3,370	336,000	156	4,232	17,000	173	330
2003	4,356,000	270	3,311	2,804,000	269	3,292	363,000	167	4,681	14,000	142	253
2004	4,216,000	260	3,164	2,886,000	263	3,208	324,000	143	3,970	13,000	133	231
2005	4,169,000	—	3,085	2,919,000	—	3,074	354,000	—	—	18,000	—	—

Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Passenger Cars and Light Trucks—R.L. Polk & Co; Registered Large Trucks and Motorcycles—Federal Highway Administration.

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Table 4
Persons Killed or Injured by Person Type and Vehicle Type, 1975-2005

Year	Person Type											Total
	Occupants by Vehicle Type						Motorcycle Riders	Nonoccupants				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total		Pedestrian	Pedalcyclist	Other/ Unknown	Total	
Killed												
1975	25,929	4,856	961	53	937	32,736	3,189	7,516	1,003	81	8,600	44,525
1980	27,449	7,486	1,262	46	540	36,783	5,144	8,070	965	129	9,164	51,091
1981	26,645	7,081	1,133	56	603	35,518	4,906	7,837	936	104	8,877	49,301
1982	23,330	6,359	944	35	525	31,193	4,453	7,331	883	85	8,299	43,945
1983	22,979	6,202	982	53	362	30,578	4,265	6,826	839	81	7,746	42,589
1984	23,620	6,496	1,074	46	440	31,676	4,608	7,025	849	99	7,973	44,257
1985	23,212	6,689	977	57	544	31,479	4,564	6,808	890	84	7,782	43,825
1986	24,944	7,317	926	39	442	33,668	4,566	6,779	941	133	7,853	46,087
1987	25,132	8,058	852	51	436	34,529	4,036	6,745	948	132	7,825	46,390
1988	25,808	8,306	911	54	429	35,508	3,662	6,870	911	136	7,917	47,087
1989	25,063	8,551	858	50	424	34,946	3,141	6,556	832	107	7,495	45,582
1990	24,092	8,601	705	32	460	33,890	3,244	6,482	859	124	7,465	44,599
1991	22,385	8,391	661	31	466	31,934	2,806	5,801	843	124	6,768	41,508
1992	21,387	8,098	585	28	387	30,485	2,395	5,549	723	98	6,370	39,250
1993	21,566	8,511	605	18	425	31,125	2,449	5,649	816	111	6,576	40,150
1994	21,997	8,904	670	18	409	31,998	2,320	5,489	802	107	6,398	40,716
1995	22,423	9,568	648	33	392	33,064	2,227	5,584	833	109	6,526	41,817
1996*	22,505	9,932	621	21	455	33,534	2,161	5,449	765	154	6,368	42,065
1997	22,199	10,249	723	18	420	33,609	2,116	5,321	814	153	6,288	42,013
1998	21,194	10,705	742	38	409	33,088	2,294	5,228	760	131	6,119	41,501
1999	20,862	11,265	759	59	447	33,392	2,483	4,939	754	149	5,842	41,717
2000	20,699	11,526	754	22	450	33,451	2,897	4,763	693	141	5,597	41,945
2001	20,320	11,723	708	34	458	33,243	3,197	4,901	732	123	5,756	42,196
2002	20,569	12,274	689	45	528	34,105	3,270	4,851	665	114	5,630	43,005
2003	19,725	12,546	726	41	589	33,627	3,714	4,774	629	140	5,543	42,884
2004	19,192	12,674	766	42	602	33,276	4,028	4,675	727	130	5,532	42,836
2005	18,440	12,975	803	58	765	33,041	4,553	4,881	784	184	5,849	43,443
Injured												
1988	2,585,000	478,000	37,000	15,000	4,000	3,119,000	105,000	110,000	75,000	8,000	192,000	3,416,000
1989	2,431,000	511,000	43,000	15,000	5,000	3,005,000	83,000	112,000	73,000	11,000	196,000	3,284,000
1990	2,376,000	505,000	42,000	33,000	4,000	2,960,000	84,000	105,000	75,000	7,000	187,000	3,231,000
1991	2,235,000	563,000	28,000	21,000	4,000	2,850,000	80,000	88,000	67,000	11,000	166,000	3,097,000
1992	2,232,000	545,000	34,000	20,000	12,000	2,843,000	65,000	89,000	63,000	10,000	162,000	3,070,000
1993	2,265,000	601,000	32,000	17,000	4,000	2,919,000	59,000	94,000	68,000	9,000	171,000	3,149,000
1994	2,364,000	631,000	30,000	16,000	4,000	3,045,000	57,000	92,000	62,000	9,000	164,000	3,266,000
1995	2,469,000	722,000	30,000	19,000	4,000	3,246,000	57,000	86,000	67,000	10,000	162,000	3,465,000
1996	2,458,000	761,000	33,000	20,000	4,000	3,277,000	55,000	82,000	58,000	11,000	151,000	3,483,000
1997	2,341,000	755,000	31,000	17,000	6,000	3,149,000	53,000	77,000	58,000	11,000	146,000	3,348,000
1998	2,201,000	763,000	29,000	16,000	4,000	3,012,000	49,000	69,000	53,000	8,000	131,000	3,192,000
1999	2,138,000	847,000	33,000	22,000	7,000	3,047,000	50,000	85,000	51,000	3,000	140,000	3,236,000
2000	2,052,000	887,000	31,000	18,000	10,000	2,997,000	58,000	78,000	51,000	5,000	134,000	3,189,000
2001	1,927,000	861,000	29,000	15,000	9,000	2,841,000	60,000	78,000	45,000	8,000	131,000	3,033,000
2002	1,805,000	879,000	26,000	19,000	6,000	2,735,000	65,000	71,000	48,000	7,000	126,000	2,926,000
2003	1,756,000	889,000	27,000	18,000	7,000	2,697,000	67,000	70,000	46,000	8,000	124,000	2,889,000
2004	1,643,000	900,000	27,000	16,000	7,000	2,594,000	76,000	68,000	41,000	9,000	118,000	2,788,000
2005	1,573,000	872,000	27,000	11,000	10,000	2,494,000	87,000	64,000	45,000	8,000	118,000	2,699,000

*Total for 1996 includes 2 fatalities of unknown person type.

Table 5
Drivers Involved in Crashes and Involvement Rates per Licensed Driver
by Sex and Crash Severity, 1975-2005

Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers
Drivers in Fatal Crashes									
1975	45,087	70,435	64.01	9,356	59,233	15.80	54,445	129,668	41.99
1980	50,921	77,135	66.02	11,353	68,067	16.68	62,277	145,202	42.89
1985	44,290	81,537	54.32	12,031	75,231	15.99	56,322	156,769	35.93
1986	46,083	82,740	55.70	12,603	76,651	16.44	58,688	159,390	36.82
1987	46,337	83,939	55.20	13,492	77,789	17.34	59,829	161,728	36.99
1988	46,840	84,099	55.70	13,814	78,661	17.56	60,658	162,760	37.27
1989	44,941	85,356	52.65	13,927	80,160	17.37	58,870	165,516	35.57
1990	43,802	85,769	51.07	13,586	81,203	16.73	57,393	166,972	34.37
1991	40,288	86,630	46.51	12,716	82,300	15.45	53,007	168,930	31.38
1992	38,186	88,363	43.21	12,492	84,716	14.75	50,682	173,079	29.28
1993	39,118	87,974	44.47	12,960	85,138	15.22	52,080	173,112	30.08
1994	39,784	89,165	44.62	13,449	86,183	15.61	53,238	175,347	30.36
1995	40,799	89,184	45.75	14,043	87,386	16.07	54,847	176,570	31.06
1996	40,899	90,503	45.19	14,723	89,007	16.54	55,624	179,510	30.99
1997	40,594	91,888	44.18	14,816	90,789	16.32	55,412	182,677	30.33
1998	40,433	93,023	43.47	14,967	91,805	16.30	55,404	184,828	29.98
1999	40,639	94,149	43.16	14,717	92,988	15.83	55,359	187,137	29.58
2000	41,443	95,782	43.27	14,682	94,816	15.48	56,126	190,598	29.45
2001	41,548	95,779	43.38	14,829	95,471	15.53	56,380	191,250	29.48
2002	41,995	97,595	43.03	14,876	96,978	15.34	56,874	194,574	29.23
2003	42,177	98,209	42.95	15,106	97,919	15.43	57,285	196,128	29.21
2004	41,876	99,559	42.06	15,272	99,305	15.38	57,152	198,864	28.74
2005	42,722	—	—	14,883	—	—	57,611	—	—
Drivers in Injury Crashes									
1988	2,423,000	84,099	2,881	1,485,000	78,661	1,887	3,907,000	162,760	2,401
1989	2,347,000	85,356	2,749	1,446,000	80,160	1,804	3,793,000	165,516	2,291
1990	2,285,000	85,769	2,664	1,458,000	81,203	1,795	3,743,000	166,972	2,242
1991	2,171,000	86,630	2,506	1,380,000	82,300	1,677	3,551,000	168,930	2,102
1992	2,114,000	88,363	2,392	1,439,000	84,716	1,699	3,553,000	173,079	2,053
1993	2,144,000	87,974	2,437	1,468,000	85,138	1,724	3,612,000	173,112	2,086
1994	2,264,000	89,165	2,539	1,574,000	86,183	1,826	3,838,000	175,347	2,189
1995	2,378,000	89,184	2,667	1,687,000	87,386	1,931	4,066,000	176,570	2,303
1996	2,378,000	90,503	2,627	1,711,000	89,007	1,922	4,089,000	179,510	2,278
1997	2,296,000	91,888	2,499	1,643,000	90,789	1,809	3,939,000	182,677	2,156
1998	2,158,000	93,023	2,319	1,576,000	91,805	1,717	3,734,000	184,828	2,020
1999	2,134,000	94,149	2,267	1,609,000	92,988	1,730	3,743,000	187,137	2,000
2000	2,192,000	95,782	2,289	1,573,000	94,816	1,659	3,765,000	190,598	1,975
2001	2,090,000	95,779	2,182	1,547,000	95,471	1,620	3,637,000	191,250	1,902
2002	2,000,000	97,595	2,049	1,481,000	96,978	1,528	3,482,000	194,574	1,789
2003	1,990,000	98,209	2,026	1,525,000	97,919	1,557	3,514,000	196,128	1,792
2004	1,912,000	99,559	1,920	1,482,000	99,305	1,493	3,394,000	198,864	1,707
2005	1,837,000	—	—	1,425,000	—	—	3,262,000	—	—
Drivers in Property-Damage-Only Crashes									
1988	5,013,000	84,099	5,961	2,816,000	78,661	3,580	7,829,000	162,760	4,810
1989	4,915,000	85,356	5,758	2,687,000	80,160	3,352	7,602,000	165,516	4,593
1990	4,733,000	85,769	5,519	2,677,000	81,203	3,296	7,410,000	166,972	4,438
1991	4,419,000	86,630	5,101	2,600,000	82,300	3,159	7,019,000	168,930	4,155
1992	4,316,000	88,363	4,885	2,530,000	84,716	2,987	6,847,000	173,079	3,956
1993	4,402,000	87,974	5,003	2,561,000	85,138	3,008	6,963,000	173,112	4,022
1994	4,695,000	89,165	5,265	2,828,000	86,183	3,282	7,523,000	175,347	4,290
1995	4,847,000	89,184	5,434	2,905,000	87,386	3,325	7,752,000	176,570	4,390
1996	4,888,000	90,503	5,400	2,968,000	89,007	3,335	7,856,000	179,510	4,376
1997	4,808,000	91,888	5,232	2,967,000	90,789	3,268	7,775,000	182,677	4,256
1998	4,634,000	93,023	4,982	2,902,000	91,805	3,162	7,536,000	184,828	4,078
1999	4,509,000	94,149	4,789	2,800,000	92,988	3,011	7,309,000	187,137	3,906
2000	4,559,000	95,782	4,760	2,904,000	94,816	3,062	7,463,000	190,598	3,915
2001	4,518,000	95,779	4,717	2,903,000	95,471	3,041	7,421,000	191,250	3,880
2002	4,436,000	97,595	4,545	2,999,000	96,978	3,093	7,435,000	194,574	3,821
2003	4,528,000	98,209	4,610	3,020,000	97,919	3,084	7,547,000	196,128	3,848
2004	4,405,000	99,559	4,424	3,037,000	99,305	3,058	7,442,000	198,864	3,742
2005	4,357,000	—	—	3,007,000	—	—	7,364,000	—	—

*Total includes drivers (>15 years old) of unknown sex. Notes: Drivers in this table include motorcycle operators. 2005 data not yet available for licensed drivers. Some states include restricted driver licenses and graduated driver licenses in their licensed driver counts.
Source: Licensed Drivers—Federal Highway Administration.

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Figure 3

Driver Involvement Rate per 100,000 Licensed Drivers 16 Years and Older by Sex and Crash Severity, 1975-2004

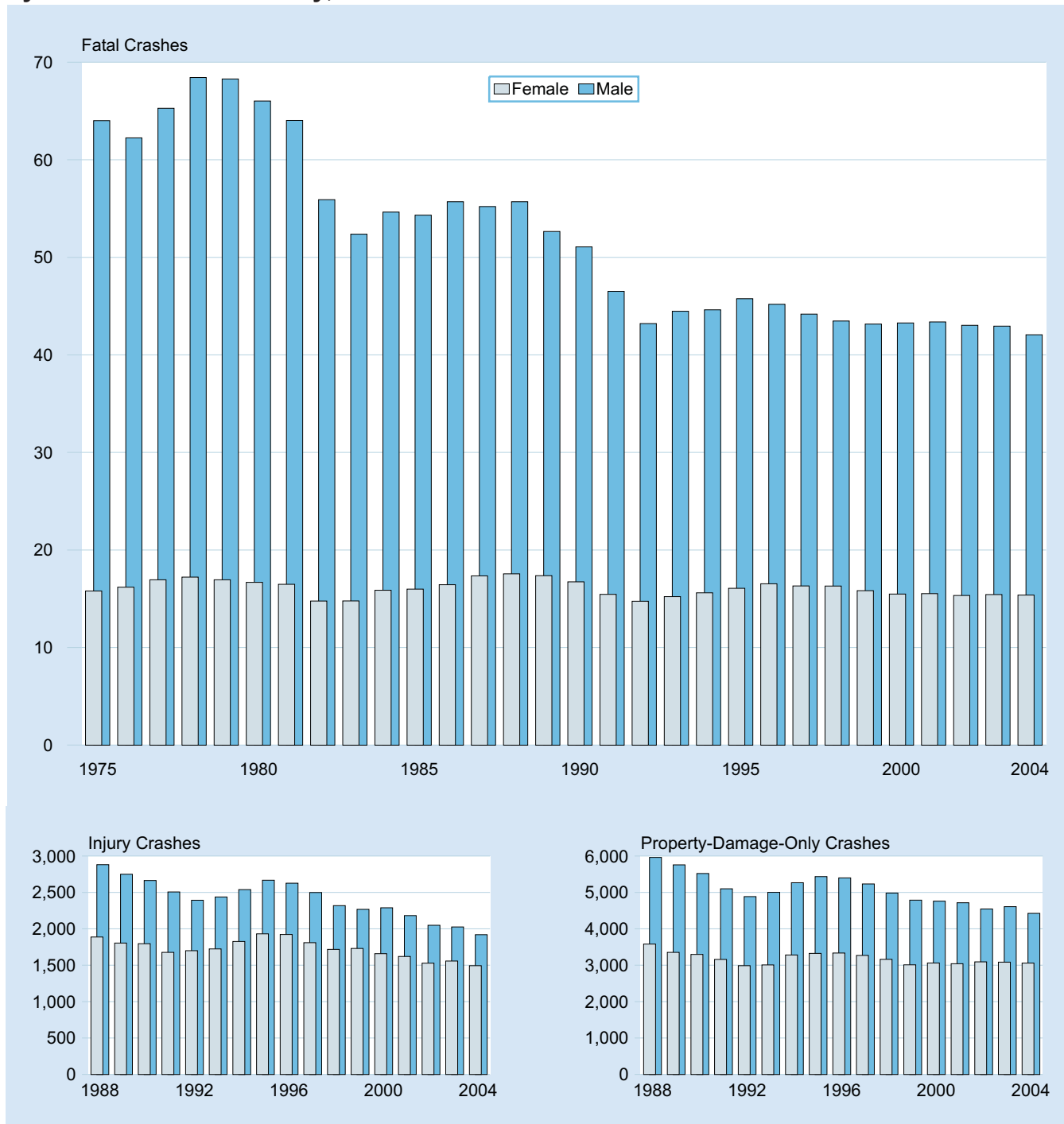


Table 6
Motor Vehicle Occupant and Motorcycle Rider Fatality and Injury Rates
per Population by Age Group, 1975-2005

	Age Group (Years)											Total
Year	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	4.50	2.71	5.71	38.77	34.90	21.57	15.67	13.42	13.29	14.72	16.98	16.67
1980	4.24	2.67	6.00	42.94	39.86	24.82	16.85	14.51	12.83	12.96	15.27	18.45
1981	3.75	2.43	5.24	38.56	37.41	24.22	16.63	13.81	12.68	13.16	14.94	17.62
1982	3.67	2.22	4.85	34.51	32.75	20.45	14.30	11.84	11.24	11.85	14.89	15.39
1983	3.55	2.33	4.60	33.18	30.97	19.86	13.87	11.79	10.92	11.92	15.48	14.90
1984	3.13	2.33	5.21	34.94	32.89	20.26	13.91	11.86	11.16	12.98	16.18	15.39
1985	3.18	2.36	5.52	33.72	32.75	19.50	13.87	11.88	11.33	12.63	16.73	15.15
1986	3.42	2.30	6.07	38.16	33.72	21.04	13.82	11.50	11.38	13.46	17.71	15.92
1987	3.78	2.60	6.00	36.65	32.83	21.05	14.15	12.10	11.93	13.58	18.22	15.92
1988	3.82	2.64	5.74	37.95	33.63	20.50	14.20	12.33	12.15	14.12	19.26	16.02
1989	3.93	2.92	5.48	34.71	30.85	20.10	13.89	12.46	12.18	14.24	19.41	15.43
1990	3.30	2.50	5.25	34.14	30.62	19.81	13.34	12.20	11.91	13.36	18.48	14.89
1991	3.13	2.39	4.86	31.76	28.83	17.79	12.29	11.12	10.75	13.22	19.14	13.78
1992	2.99	2.41	4.75	28.37	25.96	16.54	11.71	10.62	10.53	13.27	18.81	12.89
1993	3.14	2.35	4.67	28.99	26.70	16.47	11.86	10.52	10.86	12.73	20.78	13.02
1994	3.46	2.35	5.07	30.46	26.27	16.07	11.79	11.15	10.71	13.99	20.71	13.18
1995	3.17	2.46	5.15	29.58	27.30	17.03	12.49	11.01	11.42	13.67	20.87	13.43
1996	3.40	2.34	5.07	29.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	13.46
1997	3.16	2.42	4.96	28.38	25.53	16.49	12.23	11.57	11.96	14.46	22.09	13.34
1998	3.03	2.60	4.60	27.61	25.06	15.81	12.60	11.44	11.53	14.31	21.28	13.09
1999	2.94	2.54	4.49	28.10	25.56	16.13	12.62	11.48	11.52	14.17	20.70	13.16
2000	2.82	2.38	4.27	27.80	25.28	15.54	12.81	11.51	11.39	12.89	19.48	12.88
2001	2.67	2.26	3.79	27.94	24.85	15.60	12.91	11.35	11.04	12.80	19.24	12.78
2002	2.43	2.12	4.10	29.16	25.70	15.60	12.98	11.86	11.15	12.68	18.62	12.98
2003	2.45	2.12	4.17	27.64	24.57	15.30	13.00	12.02	11.31	12.56	19.00	12.84
2004	2.54	2.26	4.31	27.17	24.68	15.52	12.40	12.07	11.14	12.43	17.84	12.70
2005	2.27	2.22	3.53	25.69	25.35	15.88	12.75	11.97	11.64	12.60	16.88	12.68
Injury Rate per 100,000 Population												
1988	417	444	734	3,283	2,666	1,800	1,308	1,030	876	710	656	1,319
1989	370	469	727	3,210	2,467	1,672	1,280	985	801	713	618	1,251
1990	329	430	674	3,110	2,494	1,672	1,227	989	844	750	514	1,220
1991	384	470	709	2,921	2,317	1,574	1,144	977	801	727	521	1,162
1992	323	438	685	2,988	2,253	1,573	1,101	971	783	722	586	1,140
1993	367	471	657	2,885	2,307	1,606	1,195	956	821	707	592	1,155
1994	411	468	706	2,958	2,369	1,667	1,225	987	857	756	598	1,192
1995	418	483	742	3,193	2,456	1,722	1,291	1,132	926	755	624	1,257
1996	418	533	731	3,132	2,432	1,766	1,295	1,085	904	788	654	1,256
1997	400	461	684	2,981	2,401	1,689	1,257	1,012	815	761	641	1,196
1998	403	440	677	2,780	2,123	1,586	1,158	1,029	873	696	588	1,133
1999	383	477	662	2,828	2,169	1,596	1,135	1,028	801	759	610	1,136
2000	350	405	547	2,694	2,094	1,449	1,159	948	830	723	665	1,082
2001	310	371	512	2,468	2,025	1,385	1,093	931	756	669	575	1,018
2002	302	378	517	2,397	1,892	1,305	1,030	873	765	617	544	972
2003	300	372	473	2,287	1,831	1,316	1,016	874	733	609	516	950
2004	282	349	482	2,153	1,693	1,191	1,002	877	729	604	485	909
2005	260	319	480	2,003	1,706	1,198	943	830	686	545	457	871

Note: Population estimates for historical years are periodically revised by the U.S. Census Bureau.

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Table 7

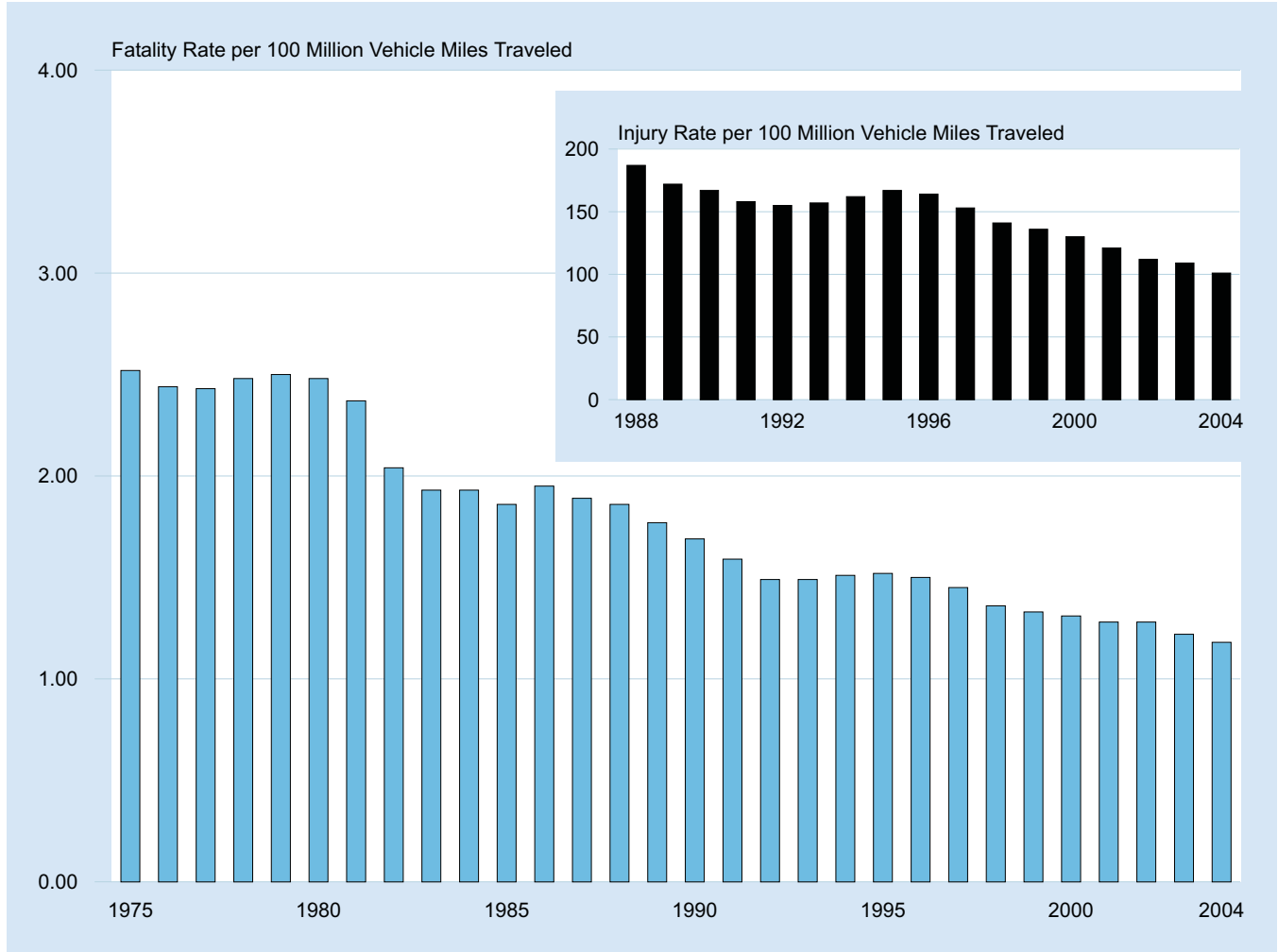
Passenger Car Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2005

Year	Registered Passenger Cars	Vehicle Miles Traveled (Millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million Vehicle Miles Traveled	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million Vehicle Miles Traveled
1975	94,478,029	1,030,376	25,929	27.44	2.52	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.44	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.43	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.48	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.50	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.48	*	*	*
1981	106,002,720	1,122,092	26,645	25.14	2.37	*	*	*
1982	106,936,590	1,145,828	23,330	21.82	2.04	*	*	*
1983	109,085,444	1,187,760	22,979	21.07	1.93	*	*	*
1984	112,177,361	1,226,461	23,620	21.06	1.93	*	*	*
1985	116,348,085	1,248,980	23,212	19.95	1.86	*	*	*
1986	117,268,114	1,277,550	24,944	21.27	1.95	*	*	*
1987	119,848,784	1,328,460	25,132	20.97	1.89	*	*	*
1988	121,519,139	1,384,047	25,808	21.24	1.86	2,585,000	2,127	187
1989	122,758,478	1,415,213	25,063	20.42	1.77	2,431,000	1,980	172
1990	123,276,600	1,427,178	24,092	19.54	1.69	2,376,000	1,928	167
1991	123,327,336	1,411,655	22,385	18.15	1.59	2,235,000	1,812	158
1992	120,346,747	1,436,035	21,387	17.77	1.49	2,232,000	1,854	155
1993	121,055,398	1,445,106	21,566	17.81	1.49	2,265,000	1,871	157
1994	121,996,580	1,459,208	21,997	18.03	1.51	2,364,000	1,937	162
1995	123,241,881	1,478,352	22,423	18.19	1.52	2,469,000	2,004	167
1996	124,612,787	1,499,139	22,505	18.06	1.50	2,458,000	1,973	164
1997	124,672,920	1,528,399	22,199	17.81	1.45	2,341,000	1,877	153
1998	125,965,709	1,555,901	21,194	16.83	1.36	2,201,000	1,748	141
1999	126,868,744	1,566,808	20,862	16.44	1.33	2,138,000	1,685	136
2000	127,740,420	1,580,735	20,699	16.20	1.31	2,052,000	1,606	130
2001	128,874,299	1,595,443	20,320	15.77	1.27	1,927,000	1,495	121
2002	130,196,812	1,611,860	20,569	15.80	1.28	1,805,000	1,386	112
2003	131,549,941	1,612,237	19,725	14.99	1.22	1,756,000	1,335	109
2004	133,275,377	1,623,639	19,192	14.40	1.18	1,643,000	1,232	101
2005	135,152,104	—	18,440	13.64	—	1,573,000	1,164	—

*Injury data not available before 1988.

Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Vehicles—R.L. Polk & Co.

Figure 4
Passenger Car Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2004



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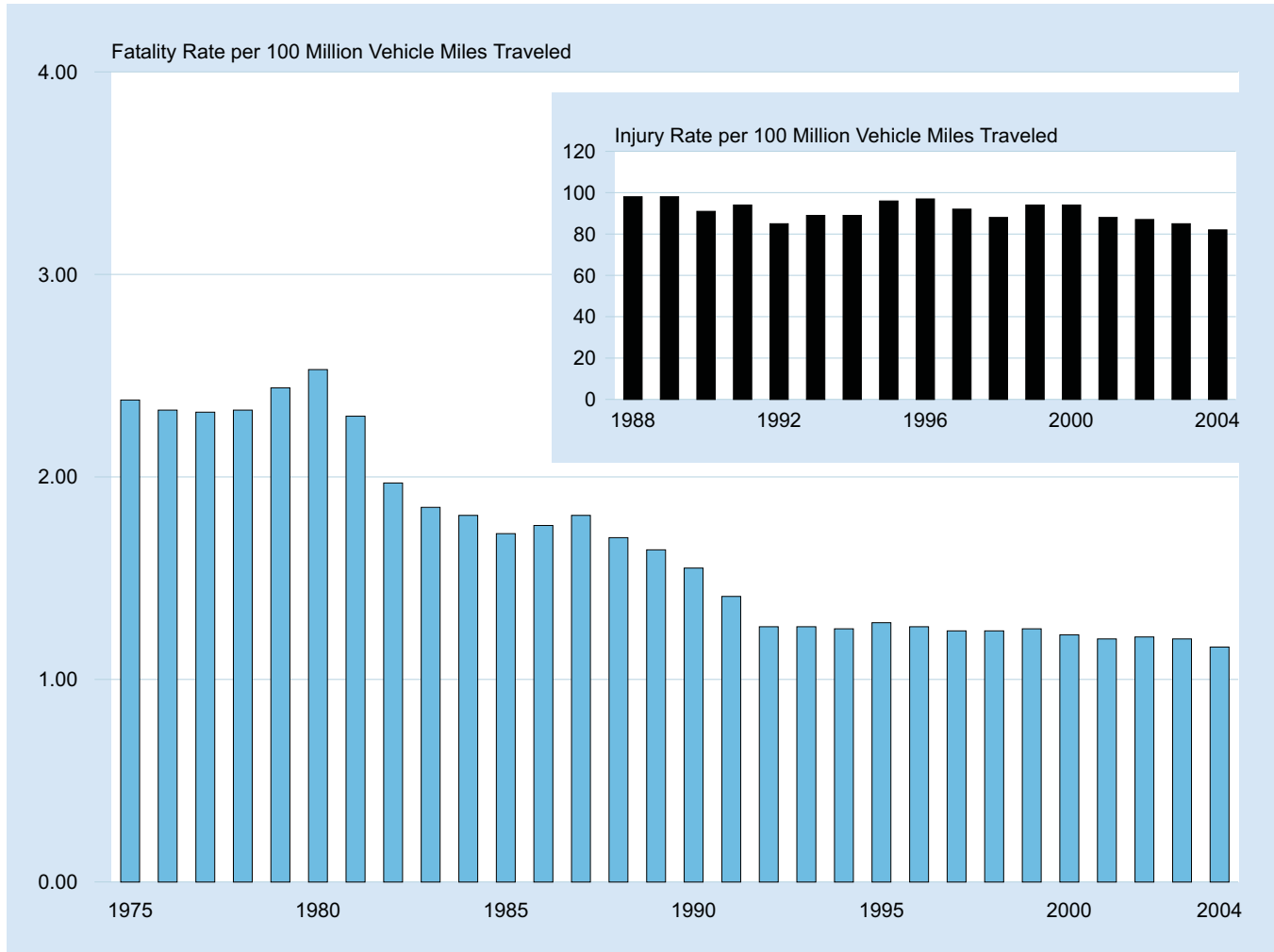
Table 8
Light Truck Occupants Killed or Injured and Fatality and Injury Rates
per Registered Vehicle and Vehicle Miles of Travel, 1975-2005

Year	Registered Light Trucks	Vehicle Miles Traveled (Millions)	Light Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million Vehicle Miles Traveled	Light Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million Vehicle Miles Traveled
1975	20,886,680	204,274	4,856	23.25	2.38	*	*	*
1976	22,794,702	233,382	5,438	23.86	2.33	*	*	*
1977	24,432,701	257,108	5,976	24.46	2.32	*	*	*
1978	27,285,497	289,463	6,745	24.72	2.33	*	*	*
1979	28,932,820	293,840	7,178	24.81	2.44	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.53	*	*	*
1981	31,236,287	307,583	7,081	22.67	2.30	*	*	*
1982	32,307,692	322,026	6,359	19.68	1.97	*	*	*
1983	33,068,138	334,937	6,202	18.76	1.85	*	*	*
1984	35,257,788	358,588	6,496	18.42	1.81	*	*	*
1985	37,665,180	388,779	6,689	17.76	1.72	*	*	*
1986	39,763,446	416,532	7,317	18.40	1.76	*	*	*
1987	41,695,017	444,392	8,058	19.33	1.81	*	*	*
1988	44,599,500	488,431	8,306	18.62	1.70	478,000	1,071	98
1989	47,134,148	522,483	8,551	18.14	1.64	511,000	1,084	98
1990	49,916,497	555,659	8,601	17.23	1.55	505,000	1,012	91
1991	52,062,064	595,924	8,391	16.12	1.41	563,000	1,081	94
1992	53,836,046	642,397	8,098	15.04	1.26	545,000	1,012	85
1993	56,573,835	675,353	8,511	15.04	1.26	601,000	1,062	89
1994	59,485,995	711,515	8,904	14.97	1.25	631,000	1,061	89
1995	62,520,872	749,971	9,568	15.30	1.28	722,000	1,156	96
1996	65,438,877	787,255	9,932	15.18	1.26	761,000	1,164	97
1997	67,287,470	824,896	10,249	15.23	1.24	755,000	1,122	92
1998	69,783,500	861,951	10,705	15.34	1.24	763,000	1,093	88
1999	73,143,777	903,314	11,265	15.40	1.25	847,000	1,158	94
2000	76,173,062	942,611	11,526	15.13	1.22	887,000	1,164	94
2001	78,845,571	976,096	11,723	14.87	1.20	861,000	1,091	88
2002	81,795,850	1,012,648	12,274	15.01	1.21	879,000	1,075	87
2003	85,179,665	1,043,936	12,546	14.73	1.20	889,000	1,044	85
2004	89,938,581	1,095,685	12,674	14.09	1.16	900,000	1,001	82
2005	94,973,361	—	12,975	13.66	—	872,000	918	—

*Injury data not available before 1988.

Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Vehicles—R.L. Polk & Co.

Figure 5
Light Truck Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2004



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Table 9

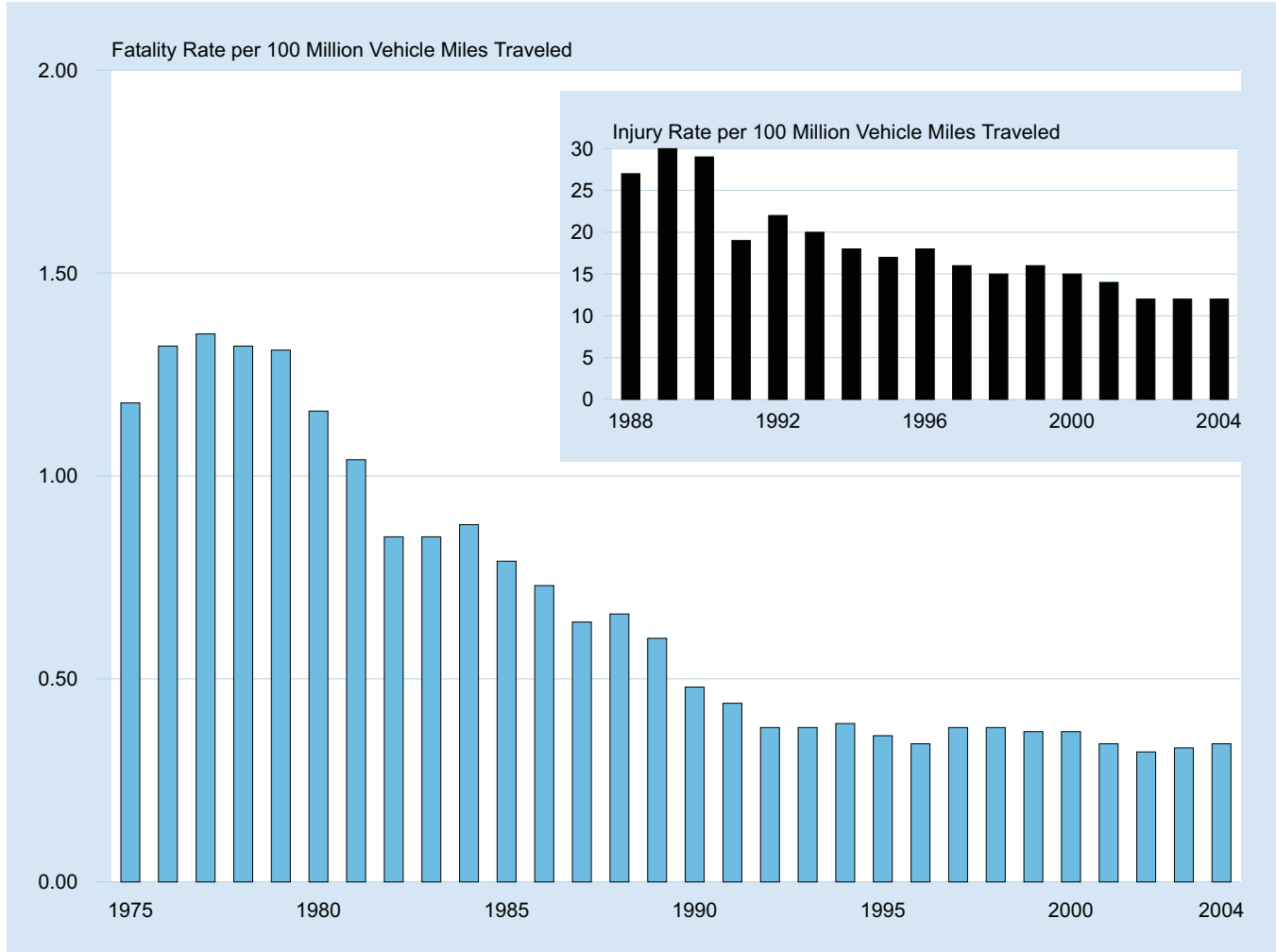
Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2005

Year	Registered Large Trucks	Vehicle Miles Traveled (Millions)	Large Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million Vehicle Miles Traveled	Large Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million Vehicle Miles Traveled
1975	5,362,369	81,330	961	17.92	1.18	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.32	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.35	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.32	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.31	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.16	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.04	*	*	*
1982	5,590,415	111,423	944	16.89	0.85	*	*	*
1983	5,508,392	116,132	982	17.83	0.85	*	*	*
1984	5,401,075	121,796	1,074	19.88	0.88	*	*	*
1985	5,996,337	123,504	977	16.29	0.79	*	*	*
1986	5,720,880	126,675	926	16.19	0.73	*	*	*
1987	5,718,266	133,517	852	14.90	0.64	*	*	*
1988	6,136,884	137,985	911	14.84	0.66	37,000	611	27
1989	6,226,482	142,749	858	13.78	0.60	43,000	687	30
1990	6,195,876	146,242	705	11.38	0.48	42,000	675	29
1991	6,172,146	149,543	661	10.71	0.44	28,000	454	19
1992	6,045,205	153,384	585	9.68	0.38	34,000	559	22
1993	6,088,155	159,888	605	9.94	0.38	32,000	527	20
1994	6,587,885	170,216	670	10.17	0.39	30,000	459	18
1995	6,719,421	178,156	648	9.64	0.36	30,000	452	17
1996	7,012,615	182,971	621	8.86	0.34	33,000	467	18
1997	7,083,326	191,477	723	10.21	0.38	31,000	436	16
1998	7,732,270	196,380	742	9.60	0.38	29,000	372	15
1999	7,791,426	202,688	759	9.74	0.37	33,000	422	16
2000	8,022,649	205,520	754	9.40	0.37	31,000	384	15
2001	7,857,675	209,032	708	9.01	0.34	29,000	374	14
2002	7,927,280	214,603	689	8.69	0.32	26,000	331	12
2003	7,756,888	217,917	726	9.36	0.33	27,000	347	12
2004	8,171,364	226,504	766	9.37	0.34	27,000	334	12
2005	—	—	803	—	—	27,000	—	—

*Injury data not available before 1988.

Source: Registered Vehicles and Vehicle Miles Traveled—Federal Highway Administration.

Figure 6
Large Truck Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2004



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Table 10

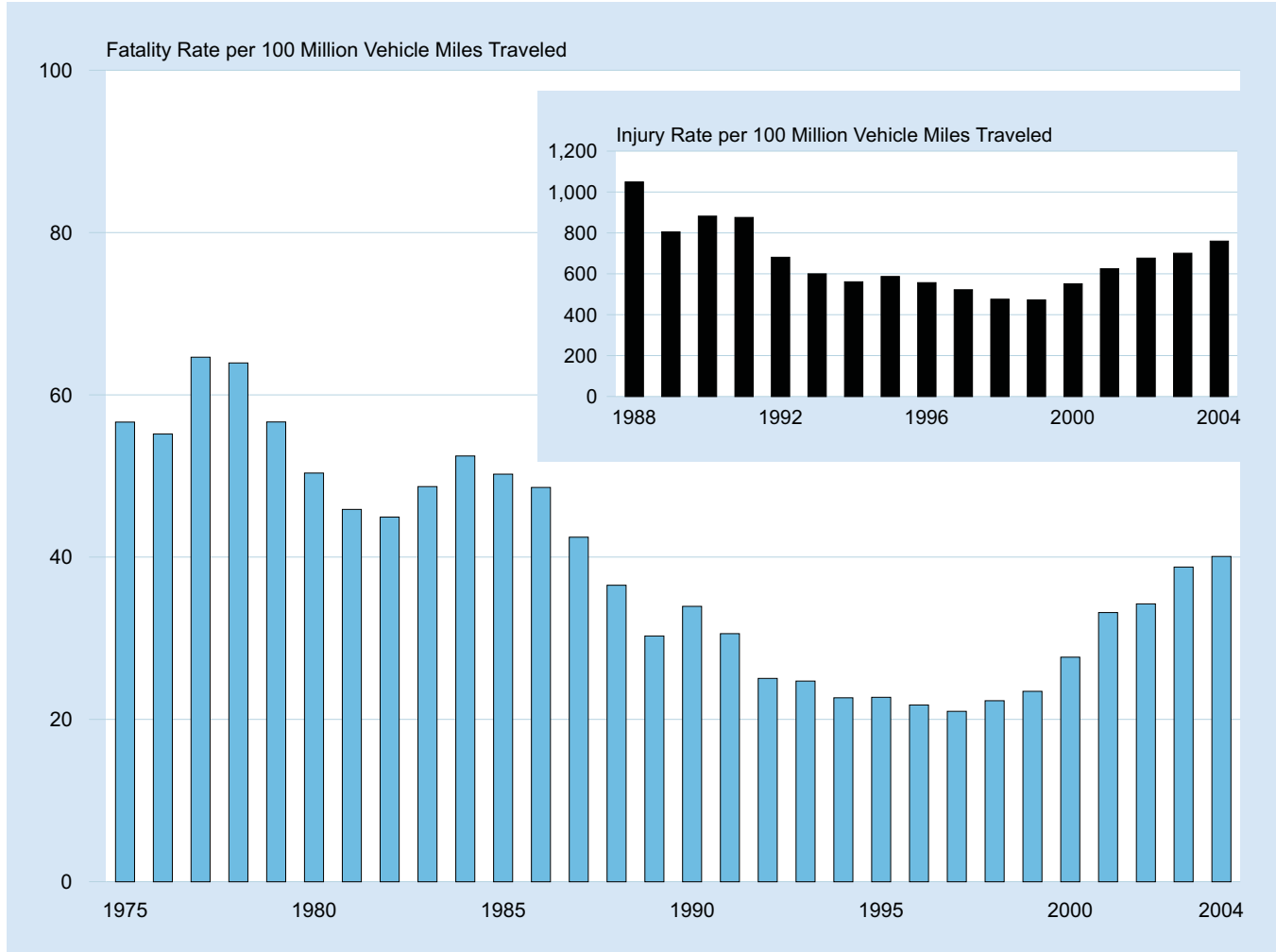
Motorcycle Riders Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2005

Year	Registered Motorcycles	Vehicle Miles Traveled (Millions)	Motorcycle Riders Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million Vehicle Miles Traveled	Motorcycle Riders Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million Vehicle Miles Traveled
1975	4,964,070	5,629	3,189	64.24	56.65	*	*	*
1976	4,933,332	6,003	3,312	67.14	55.17	*	*	*
1977	4,933,256	6,349	4,104	83.19	64.64	*	*	*
1978	4,867,855	7,158	4,577	94.02	63.94	*	*	*
1979	5,422,132	8,637	4,894	90.26	56.66	*	*	*
1980	5,693,940	10,214	5,144	90.34	50.36	*	*	*
1981	5,831,132	10,690	4,906	84.13	45.89	*	*	*
1982	5,753,858	9,910	4,453	77.39	44.93	*	*	*
1983	5,585,112	8,760	4,265	76.36	48.69	*	*	*
1984	5,479,822	8,784	4,608	84.09	52.46	*	*	*
1985	5,444,404	9,086	4,564	83.83	50.23	*	*	*
1986	5,198,993	9,397	4,566	87.82	48.59	*	*	*
1987	4,885,772	9,506	4,036	82.61	42.46	*	*	*
1988	4,584,284	10,024	3,662	79.88	36.53	105,000	2,294	1,049
1989	4,420,420	10,371	3,141	71.06	30.29	83,000	1,888	805
1990	4,259,462	9,557	3,244	76.16	33.94	84,000	1,979	882
1991	4,177,365	9,178	2,806	67.17	30.57	80,000	1,925	876
1992	4,065,118	9,557	2,395	58.92	25.06	65,000	1,601	681
1993	3,977,856	9,906	2,449	61.57	24.72	59,000	1,494	600
1994	3,756,555	10,240	2,320	61.76	22.66	57,000	1,528	561
1995	3,897,191	9,797	2,227	57.14	22.73	57,000	1,475	587
1996	3,871,599	9,920	2,161	55.82	21.78	55,000	1,428	557
1997	3,826,373	10,081	2,116	55.30	20.99	53,000	1,374	522
1998	3,879,450	10,283	2,294	59.13	22.31	49,000	1,262	476
1999	4,152,433	10,584	2,483	59.80	23.46	50,000	1,204	472
2000	4,346,068	10,469	2,897	66.66	27.67	58,000	1,328	551
2001	4,903,056	9,639	3,197	65.20	33.17	60,000	1,229	625
2002	5,004,156	9,552	3,270	65.35	34.23	65,000	1,293	677
2003	5,370,035	9,577	3,714	69.16	38.78	67,000	1,250	701
2004	5,780,870	10,048	4,028	69.68	40.09	76,000	1,321	760
2005	—	—	4,553	—	—	87,000	—	—

*Injury data not available before 1988.

Source: Registered Vehicles and Vehicle Miles Traveled—Federal Highway Administration.

Figure 7
Motorcycle Rider Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2004



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Table 11

**Persons Killed or Injured in Crashes Involving a Large Truck
by Person Type and Crash Type, 1975-2005**

Year	Person Type					Total
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonoccupants	
	Single Vehicle	Multiple Vehicle	Total			
Killed						
1975	643	318	961	3,106	416	4,483
1980	861	401	1,262	4,084	625	5,971
1981	785	348	1,133	4,126	547	5,806
1982	639	305	944	3,790	495	5,229
1983	676	306	982	3,941	568	5,491
1984	755	319	1,074	4,036	530	5,640
1985	634	343	977	4,227	530	5,734
1986	603	323	926	4,088	565	5,579
1987	571	281	852	4,194	552	5,598
1988	585	326	911	4,250	518	5,679
1989	550	308	858	4,142	490	5,490
1990	485	220	705	4,071	496	5,272
1991	448	213	661	3,705	455	4,821
1992	396	189	585	3,460	417	4,462
1993	389	216	605	3,855	396	4,856
1994	451	219	670	4,013	461	5,144
1995	425	223	648	3,846	424	4,918
1996	412	209	621	4,087	434	5,142
1997	499	224	723	4,223	452	5,398
1998	486	256	742	4,215	438	5,395
1999	480	279	759	4,180	441	5,380
2000	484	270	754	4,114	414	5,282
2001	474	234	708	3,962	441	5,111
2002	449	240	689	3,886	364	4,939
2003	457	269	726	3,919	391	5,036
2004	469	297	766	4,042	427	5,235
2005	480	323	803	3,944	465	5,212
Injured						
1988	17,000	20,000	37,000	89,000	4,000	130,000
1989	20,000	23,000	43,000	111,000	2,000	156,000
1990	16,000	26,000	42,000	106,000	2,000	150,000
1991	13,000	15,000	28,000	80,000	2,000	110,000
1992	13,000	20,000	34,000	102,000	3,000	139,000
1993	13,000	19,000	32,000	95,000	6,000	133,000
1994	11,000	19,000	30,000	99,000	3,000	133,000
1995	15,000	15,000	30,000	84,000	2,000	117,000
1996	15,000	18,000	33,000	95,000	3,000	130,000
1997	14,000	17,000	31,000	98,000	2,000	131,000
1998	14,000	14,000	29,000	97,000	2,000	127,000
1999	15,000	18,000	33,000	105,000	4,000	142,000
2000	16,000	14,000	31,000	106,000	3,000	140,000
2001	13,000	16,000	29,000	99,000	3,000	131,000
2002	12,000	14,000	26,000	100,000	4,000	130,000
2003	11,000	16,000	27,000	92,000	3,000	122,000
2004	13,000	14,000	27,000	85,000	4,000	116,000
2005	10,000	17,000	27,000	84,000	2,000	114,000

Table 12
Nonoccupant Fatality and Injury Rates per Population by Age Group, 1975-2005

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	3.64	5.99	3.89	3.79	2.98	2.39	2.75	3.17	3.66	6.05	10.76	3.99
1980	2.67	4.68	3.64	4.45	4.34	3.17	2.80	3.39	3.69	5.00	9.89	4.03
1981	2.14	4.44	3.27	4.20	4.18	3.36	2.82	3.22	3.42	4.88	8.74	3.87
1982	2.15	3.89	3.07	4.11	4.27	3.06	3.00	3.05	3.05	4.45	7.41	3.58
1983	2.03	3.69	3.05	3.67	3.83	2.91	2.46	2.80	3.12	3.77	7.37	3.31
1984	1.92	3.61	3.13	3.55	3.63	2.95	2.58	2.93	3.34	4.01	7.64	3.38
1985	2.05	3.67	3.01	3.31	3.38	2.71	2.65	2.69	3.36	3.90	7.35	3.27
1986	1.89	3.58	3.22	3.45	3.54	2.93	2.51	2.98	2.86	3.64	7.34	3.27
1987	1.66	3.63	3.24	3.12	3.39	2.83	2.69	2.88	3.14	3.79	7.20	3.23
1988	1.69	3.65	2.88	2.92	3.37	2.94	2.70	2.77	3.04	3.94	7.70	3.24
1989	1.54	3.06	2.53	2.58	2.90	3.00	2.73	2.61	3.18	3.49	7.10	3.04
1990	1.60	2.65	2.34	2.53	2.84	2.97	2.77	2.63	3.09	3.67	6.97	2.99
1991	1.43	2.40	2.39	2.45	2.86	2.65	2.36	2.44	2.67	3.08	5.93	2.68
1992	1.29	2.25	2.06	2.20	2.21	2.38	2.39	2.41	2.56	3.10	5.42	2.50
1993	1.35	2.19	2.23	2.06	2.25	2.63	2.51	2.25	2.52	2.95	5.47	2.55
1994	1.31	2.20	2.10	2.01	2.22	2.34	2.46	2.35	2.41	2.82	5.50	2.46
1995	1.12	2.02	2.08	2.02	2.38	2.41	2.60	2.38	2.50	2.97	5.21	2.48
1996	1.22	1.87	1.93	1.98	2.38	2.17	2.49	2.40	2.63	2.94	4.76	2.40
1997	0.97	1.73	1.83	2.11	2.15	2.22	2.47	2.39	2.53	2.99	4.57	2.35
1998	0.96	1.42	1.62	1.88	2.12	2.06	2.46	2.41	2.61	2.74	4.68	2.26
1999	0.94	1.45	1.54	1.76	2.01	1.88	2.41	2.26	2.35	2.78	4.14	2.14
2000	0.88	1.17	1.38	1.59	1.75	1.75	2.28	2.28	2.22	2.40	3.81	1.98
2001	0.70	1.06	1.33	1.79	2.01	1.67	2.36	2.39	2.14	2.45	4.08	2.02
2002	0.70	0.94	1.18	1.65	1.70	1.75	2.24	2.37	2.11	2.78	3.65	1.95
2003	0.61	0.89	1.27	1.78	1.76	1.61	2.24	2.23	2.28	2.36	3.50	1.91
2004	0.62	0.87	1.12	1.59	1.82	1.68	2.13	2.39	2.04	2.44	3.49	1.88
2005	0.64	0.78	1.12	1.66	2.07	1.77	2.23	2.54	2.15	2.51	3.49	1.97
Injury Rate per 100,000 Population												
1988	35	178	195	116	117	74	45	38	35	25	45	79
1989	32	179	198	127	96	69	53	43	42	33	39	79
1990	34	139	181	128	109	76	52	37	26	29	38	75
1991	26	138	157	96	91	70	41	37	31	31	29	66
1992	33	120	165	93	98	57	45	35	29	30	27	63
1993	27	116	170	93	95	66	49	45	26	27	38	66
1994	24	112	151	119	88	60	47	36	33	24	29	63
1995	33	104	160	93	87	62	52	27	22	30	26	62
1996	31	91	156	87	80	57	38	36	26	26	22	57
1997	27	93	132	75	67	51	50	34	29	29	22	55
1998	19	77	121	70	68	49	40	33	25	21	17	48
1999	20	85	129	70	58	56	38	38	26	27	22	51
2000	18	99	91	65	71	50	41	30	29	21	20	48
2001	17	64	106	75	52	46	38	35	30	29	18	46
2002	16	60	93	62	37	54	40	29	35	26	20	44
2003	15	59	93	63	49	46	42	32	26	24	21	43
2004	18	55	83	60	52	41	39	35	22	22	18	40
2005	16	61	79	69	59	33	28	35	37	22	16	40

Note: Population estimates for historical years are periodically revised by the U.S. Census Bureau.

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Table 13

Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-2005

Year	BAC = .00		BAC = .01-.07		BAC = .08+		Total Number	Total Fatalities in Alcohol-Related Crashes	
	Number	Percent	Number	Percent	Number	Percent		Number	Percent
1982	17,773	40	2,927	7	23,246	53	43,945	26,173	60
1983	17,955	42	2,594	6	22,041	52	42,589	24,635	58
1984	19,496	44	3,046	7	21,715	49	44,257	24,762	56
1985	20,659	47	3,081	7	20,086	46	43,825	23,167	53
1986	21,070	46	3,546	8	21,471	47	46,087	25,017	54
1987	22,297	48	3,398	7	20,696	45	46,390	24,094	52
1988	23,254	49	3,234	7	20,599	44	47,087	23,833	51
1989	23,159	51	2,893	6	19,531	43	45,582	22,424	49
1990	22,012	49	2,980	7	19,607	44	44,599	22,587	51
1991	21,349	51	2,560	6	17,599	42	41,508	20,159	49
1992	20,960	53	2,443	6	15,847	40	39,250	18,290	47
1993	22,242	55	2,361	6	15,547	39	40,150	17,908	45
1994	23,409	57	2,322	6	14,985	37	40,716	17,308	43
1995	24,085	58	2,490	6	15,242	36	41,817	17,732	42
1996	24,316	58	2,486	6	15,263	36	42,065	17,749	42
1997	25,302	60	2,290	5	14,421	34	42,013	16,711	40
1998	24,828	60	2,465	6	14,207	34	41,501	16,673	40
1999	25,145	60	2,321	6	14,250	34	41,717	16,572	40
2000	24,565	59	2,511	6	14,870	35	41,945	17,380	41
2001	24,796	59	2,542	6	14,858	35	42,196	17,400	41
2002	25,481	59	2,432	6	15,093	35	43,005	17,524	41
2003	25,779	60	2,427	6	14,678	34	42,884	17,105	40
2004	25,918	61	2,325	5	14,593	34	42,836	16,919	39
2005	26,558	61	2,346	5	14,539	33	43,443	16,885	39

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 8

Proportion of Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-2005

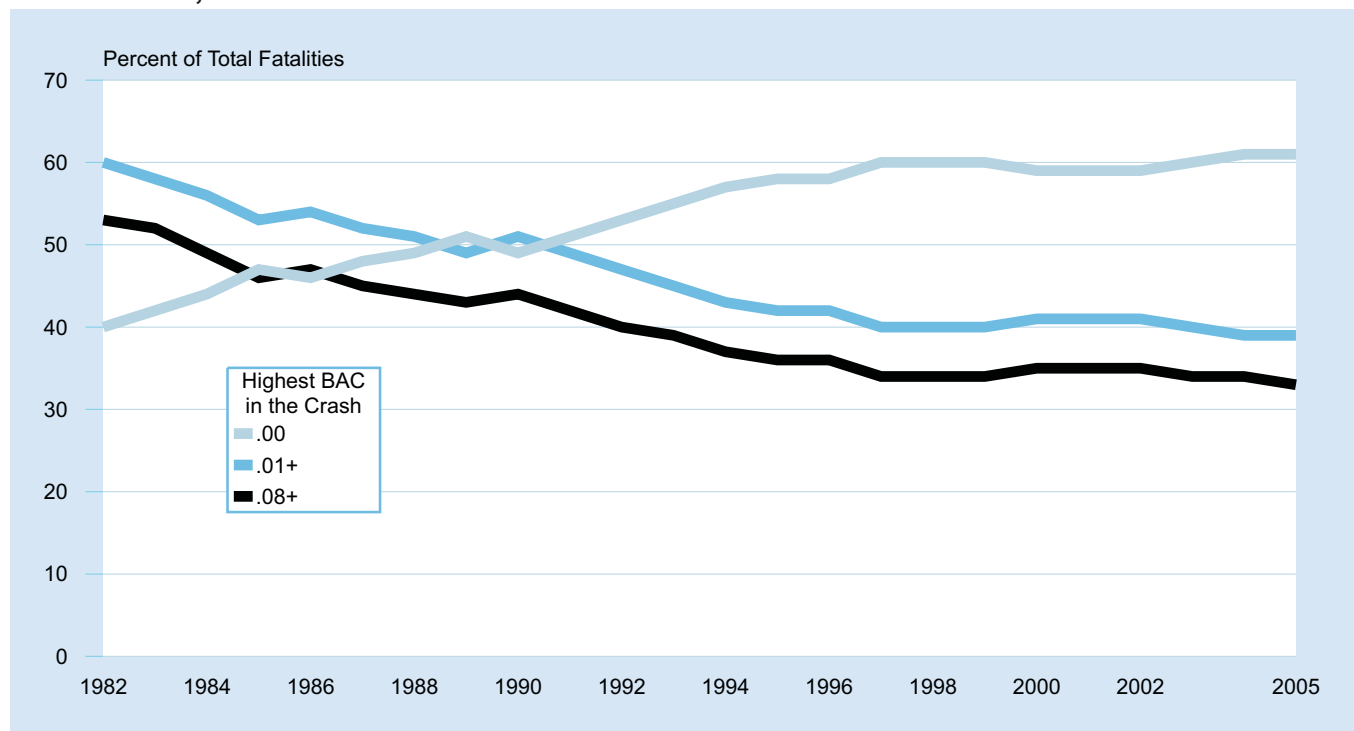


Table 14
Persons Killed and Percent Alcohol-Related During Holiday Periods, 1982-2005

Year	Killed	Percent Alcohol-Related*	Killed	Percent Alcohol-Related*	Killed	Percent Alcohol-Related*
	Holiday Period**					
	New Year's Day		Memorial Day		Fourth of July	
1982	***	***	498 (3)	70	600 (3)	72
1983	375 (3)	71	539 (3)	65	620 (3)	70
1984	346 (3)	71	527 (3)	69	223 (1)	66
1985	496 (4)	62	557 (3)	63	689 (4)	62
1986	223 (1)	67	616 (3)	65	611 (3)	70
1987	535 (4)	63	519 (3)	62	556 (3)	60
1988	407 (3)	65	529 (3)	62	631 (3)	63
1989	443 (3)	55	594 (3)	59	748 (4)	60
1990	421 (3)	57	589 (3)	62	268 (1)	65
1991	441 (4)	62	533 (3)	63	718 (4)	58
1992	164 (1)	74	438 (3)	59	535 (3)	58
1993	370 (3)	59	454 (3)	53	525 (3)	55
1994	372 (3)	56	482 (3)	50	519 (3)	52
1995	392 (3)	50	483 (3)	54	661 (4)	50
1996	420 (3)	54	514 (3)	55	629 (4)	49
1997	192 (1)	67	511 (3)	49	508 (3)	51
1998	545 (4)	51	393 (3)	54	479 (3)	52
1999	354 (3)	55	500 (3)	52	509 (3)	46
2000	469 (3)	58	466 (3)	55	717 (4)	49
2001	357 (3)	51	515 (3)	55	207 (1)	62
2002	575 (4)	52	494 (3)	47	685 (4)	48
2003	220 (1)	63	481 (3)	48	519 (3)	55
2004	563 (4)	50	514 (3)	49	524 (3)	49
2005	471 (3)	50	529 (3)	48	590 (3)	51
	Labor Day		Thanksgiving		Christmas	
1982	628 (3)	70	601 (4)	64	458 (3)	65
1983	636 (3)	72	533 (4)	62	352 (3)	65
1984	609 (3)	68	558 (4)	62	643 (4)	68
1985	605 (3)	64	566 (4)	59	152 (1)	66
1986	663 (3)	66	598 (4)	61	508 (4)	61
1987	630 (3)	66	659 (4)	57	409 (3)	59
1988	592 (3)	64	601 (4)	59	511 (3)	60
1989	588 (3)	61	561 (4)	58	553 (3)	62
1990	599 (3)	67	563 (4)	56	567 (4)	53
1991	577 (3)	56	546 (4)	53	135 (1)	52
1992	460 (3)	56	403 (4)	60	410 (3)	52
1993	522 (3)	59	569 (4)	49	402 (3)	56
1994	494 (3)	58	575 (4)	50	455 (3)	51
1995	511 (3)	51	527 (4)	53	358 (3)	50
1996	525 (3)	54	588 (4)	48	167 (1)	53
1997	507 (3)	52	571 (4)	41	480 (4)	45
1998	464 (3)	52	602 (4)	50	364 (3)	52
1999	485 (3)	48	581 (4)	46	485 (3)	50
2000	529 (3)	54	509 (4)	53	442 (3)	51
2001	481 (3)	51	590 (4)	48	604 (4)	48
2002	543 (3)	57	551 (4)	47	131 (1)	54
2003	507 (3)	51	562 (4)	45	520 (4)	46
2004	502 (3)	49	574 (4)	42	389 (3)	49
2005	506 (3)	51	620 (4)	44	398 (3)	45

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**The number of whole days in the holiday period is shown in parentheses. The length of the holiday period depends on the day on which the legal holiday falls, as follows:

- If the holiday falls on *Monday*, the holiday period is from 6:00 pm Friday to 5:59 am Tuesday.
- If the holiday falls on *Tuesday*, the holiday period is from 6:00 pm Friday to 5:59 am Wednesday.
- If the holiday falls on *Wednesday*, the holiday period is from 6:00 pm Tuesday to 5:59 am Thursday.
- If the holiday falls on *Thursday*, the holiday period is from 6:00 pm Wednesday to 5:59 am Monday.
- If the holiday falls on *Friday*, the holiday period is from 6:00 pm Thursday to 5:59 am Monday.

***No data available.

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Table 15

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-2005

Year	Day*			Night*			Total Drivers		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	23,725	19	15	32,085	57	49	56,029	41	35
1983	24,381	18	15	30,037	57	50	54,656	39	34
1984	26,415	17	14	30,775	55	47	57,512	38	32
1985	27,578	16	12	30,008	52	44	57,883	35	29
1986	28,434	16	13	31,543	53	45	60,335	36	30
1987	29,227	15	12	31,854	51	43	61,442	34	28
1988	30,196	14	11	31,715	50	43	62,253	33	28
1989	29,953	13	11	30,170	49	42	60,435	31	27
1990	28,797	14	11	29,778	51	44	58,893	33	28
1991	26,829	13	10	27,249	49	43	54,391	31	27
1992	26,236	12	10	25,380	47	40	51,901	30	25
1993	27,770	11	9	25,355	46	39	53,401	28	24
1994	29,134	11	9	25,112	44	38	54,549	27	23
1995	30,066	11	9	25,755	43	37	56,164	26	22
1996	30,802	11	8	25,864	43	37	57,001	26	22
1997	30,979	10	8	25,368	41	35	56,688	24	20
1998	31,389	10	8	24,879	42	36	56,604	24	20
1999	31,212	10	8	24,968	41	35	56,502	24	20
2000	31,236	11	8	25,710	43	37	57,280	26	21
2001	31,620	11	8	25,661	43	37	57,586	25	21
2002	31,135	11	8	26,653	42	36	58,113	25	21
2003	31,863	10	8	26,258	41	36	58,517	24	21
2004	31,686	11	8	26,360	41	35	58,395	24	21
2005	31,772	10	8	27,018	39	34	59,104	24	20

*Day = 6:00 AM - 5:59 PM. Night = 6:00 PM - 5:59 AM. Total includes drivers with time of day unknown.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Table 16

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Sex, 1982-2005

Year	Male			Female		
	Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	44,370	44	38	10,675	27	22
1983	42,812	43	37	10,958	25	22
1984	44,723	41	35	11,907	25	20
1985	44,846	38	32	12,142	22	18
1986	46,653	40	33	12,744	22	17
1987	46,884	37	32	13,614	21	17
1988	47,402	37	31	13,951	20	16
1989	45,448	35	30	14,054	19	16
1990	44,281	37	32	13,726	20	16
1991	40,731	35	30	12,825	19	16
1992	38,598	33	28	12,596	18	15
1993	39,556	32	27	13,082	17	14
1994	40,233	30	26	13,567	17	14
1995	41,235	30	25	14,184	16	13
1996	41,376	29	25	14,850	16	13
1997	40,954	28	24	14,954	15	12
1998	40,816	28	23	15,089	15	12
1999	41,012	28	23	14,835	14	12
2000	41,795	29	24	14,790	16	13
2001	41,901	29	24	14,919	15	13
2002	42,377	29	25	14,999	15	12
2003	42,586	28	24	15,211	14	12
2004	42,250	28	24	15,384	15	12
2005	43,060	27	23	14,974	15	13

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Table 17

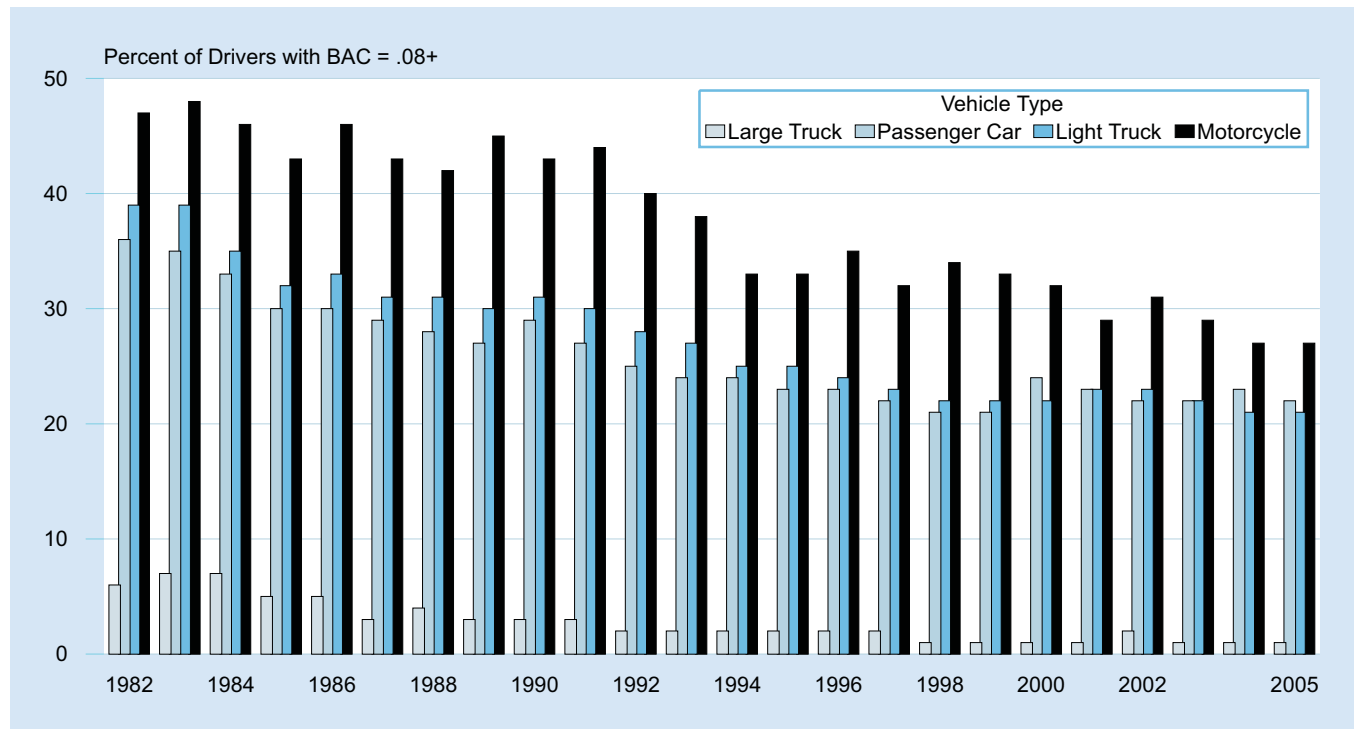
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Vehicle Type, 1982-2005

Year	Passenger Car			Light Truck			Large Truck			Motorcycle		
	Total	Percent		Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	34,121	42	36	11,199	44	39	4,582	10	6	4,490	55	47
1983	33,069	40	35	11,017	43	39	4,790	10	7	4,288	57	48
1984	34,395	39	33	11,866	41	35	5,056	9	7	4,650	55	46
1985	34,071	36	30	12,372	37	32	5,091	7	5	4,598	53	43
1986	35,959	36	30	13,208	38	33	5,015	7	5	4,558	56	46
1987	36,371	35	29	14,407	37	31	5,046	5	3	4,061	51	43
1988	36,769	34	28	15,167	37	31	5,141	6	4	3,704	51	42
1989	35,204	32	27	15,579	35	30	4,903	4	3	3,182	53	45
1990	33,893	34	29	15,501	36	31	4,709	5	3	3,269	52	43
1991	31,102	31	27	14,702	35	30	4,291	4	3	2,816	52	44
1992	29,670	30	25	14,540	33	28	3,980	3	2	2,435	49	40
1993	30,060	28	24	15,207	31	27	4,271	4	2	2,471	45	38
1994	30,103	28	24	16,235	29	25	4,592	3	2	2,330	41	33
1995	30,773	27	23	17,483	29	25	4,410	4	2	2,262	42	33
1996	30,595	27	23	18,118	28	24	4,703	3	2	2,175	43	35
1997	29,896	26	22	18,502	26	23	4,859	3	2	2,159	41	32
1998	28,907	26	21	19,247	26	22	4,905	2	1	2,333	41	34
1999	27,878	25	21	19,865	26	22	4,868	3	1	2,528	40	33
2000	27,661	28	24	20,393	26	22	4,948	3	1	2,971	40	32
2001	27,444	27	23	20,704	27	23	4,779	2	1	3,261	37	29
2002	27,236	27	22	21,562	27	23	4,550	3	2	3,363	39	31
2003	26,422	26	22	22,172	25	22	4,658	2	1	3,800	36	29
2004	25,568	27	23	22,367	25	21	4,837	2	1	4,116	34	27
2005	24,908	26	22	22,757	25	21	4,881	2	1	4,652	34	27

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 9

Proportion of Drivers Involved in Fatal Crashes with BAC = .08+ by Vehicle Type, 1982-2005



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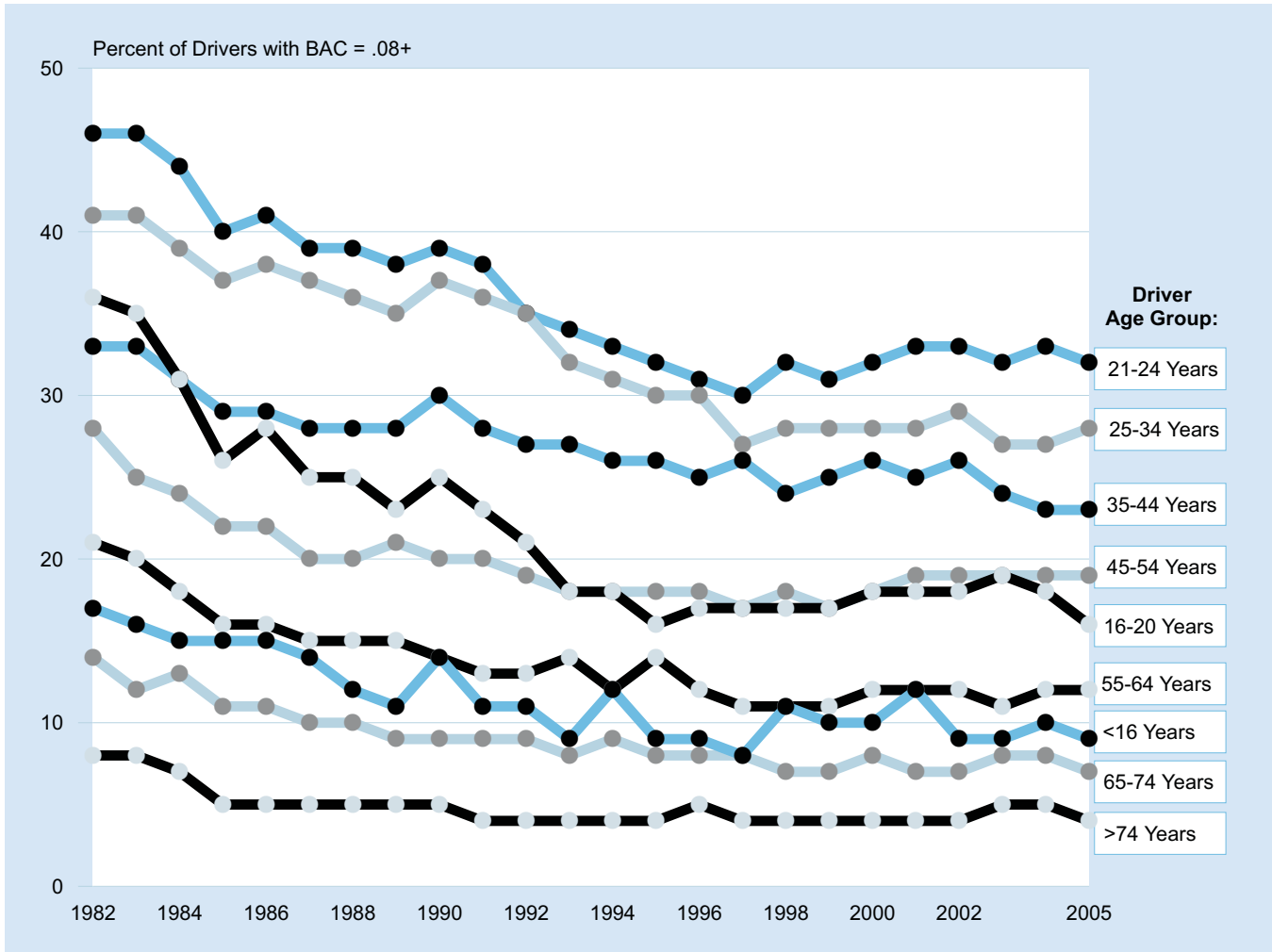
Table 18

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2005

Year	Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
	Age								
	<16 Years			16-20 Years			21-24 Years		
1982	412	20	17	9,858	45	36	9,018	53	46
1985	479	21	15	9,386	35	26	9,046	47	40
1986	504	22	15	10,163	37	28	9,129	49	41
1987	469	20	14	9,910	33	25	8,808	47	39
1988	448	17	12	10,171	33	25	8,555	47	39
1989	402	15	11	9,442	30	23	7,723	45	38
1990	409	19	14	8,821	33	25	7,195	46	39
1991	364	18	11	8,002	30	23	6,748	45	38
1992	350	18	11	7,192	27	21	6,323	42	35
1993	383	14	9	7,256	24	18	6,406	40	34
1994	397	16	12	7,723	24	18	6,291	39	33
1995	410	14	9	7,725	21	16	6,263	38	32
1996	413	13	9	7,824	23	17	6,205	38	31
1997	345	11	8	7,719	22	17	5,705	36	30
1998	361	15	11	7,767	22	17	5,613	37	32
1999	333	13	10	7,985	22	17	5,639	38	31
2000	320	15	10	8,024	24	18	5,950	38	32
2001	293	16	12	7,992	23	18	6,037	39	33
2002	335	13	9	8,128	23	18	6,316	39	33
2003	345	13	9	7,744	24	19	6,276	38	32
2004	345	14	10	7,755	23	18	6,413	39	33
2005	304	13	9	7,293	21	16	6,548	37	32
	25-34 Years			35-44 Years			45-54 Years		
1982	14,787	46	41	7,984	38	33	4,980	32	28
1985	15,257	42	37	8,892	32	29	5,150	26	22
1986	16,179	43	38	9,240	33	29	5,077	26	22
1987	16,562	43	37	9,778	32	28	5,470	23	20
1988	16,398	42	36	10,077	32	28	5,761	23	20
1989	15,928	40	35	10,106	32	28	6,038	24	21
1990	15,764	43	37	10,177	33	30	5,867	24	20
1991	14,151	41	36	9,482	32	28	5,458	23	20
1992	13,049	40	35	9,284	31	27	5,672	22	19
1993	13,038	37	32	9,738	30	27	5,970	21	18
1994	12,891	36	31	9,951	29	26	6,493	21	18
1995	13,048	35	30	10,677	30	26	6,815	21	18
1996	12,889	34	30	10,955	29	25	7,127	21	18
1997	12,453	32	27	10,904	29	26	7,522	20	17
1998	11,925	32	28	11,241	28	24	7,690	21	18
1999	11,763	32	28	11,059	28	25	7,708	20	17
2000	11,739	33	28	11,132	30	26	8,234	22	18
2001	11,584	32	28	11,261	29	25	8,346	22	19
2002	11,483	33	29	10,973	29	26	8,558	22	19
2003	11,288	31	27	11,053	28	24	9,024	22	19
2004	11,242	32	27	10,743	27	23	9,148	22	19
2005	11,378	32	28	10,733	27	23	9,403	22	19
	55-64 Years			65-74 Years			>74 Years		
1982	3,941	25	21	2,343	17	14	1,551	11	8
1985	4,112	19	16	2,650	14	11	1,829	8	5
1986	4,019	20	16	2,844	14	11	2,037	8	5
1987	4,223	18	15	2,987	13	10	2,091	7	5
1988	4,320	18	15	3,079	14	10	2,297	8	5
1989	4,202	17	15	3,107	12	9	2,324	7	5
1990	4,068	17	14	3,161	12	9	2,340	8	5
1991	3,695	16	13	3,017	12	9	2,454	7	4
1992	3,688	16	13	3,024	12	9	2,450	6	4
1993	3,824	17	14	3,031	10	8	2,817	7	4
1994	3,828	15	12	3,194	11	9	2,867	6	4
1995	4,079	16	14	3,251	10	8	2,989	6	4
1996	4,237	15	12	3,319	11	8	3,068	6	5
1997	4,394	14	11	3,401	10	8	3,314	6	4
1998	4,478	14	11	3,399	9	7	3,291	6	4
1999	4,608	14	11	3,251	10	7	3,346	6	4
2000	4,766	15	12	3,134	11	8	3,147	6	4
2001	4,714	14	12	3,156	9	7	3,290	6	4
2002	5,093	14	12	3,100	9	7	3,223	6	4
2003	5,455	14	11	3,116	10	8	3,329	6	5
2004	5,612	15	12	3,070	10	8	3,169	7	5
2005	6,041	15	12	3,212	9	7	3,003	6	4

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 10
Proportion of Drivers in Fatal Crashes with BAC = .08+ by Age, 1982-2005



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Table 19

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-2005

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total
1982	22,187	1,615	7,537	31,339	11,015	1,537	12,139	24,690	33,202	3,152	19,676	56,029
1985	24,921	1,451	6,174	32,546	12,960	1,692	10,685	25,337	37,880	3,143	16,860	57,883
1986	25,265	1,758	6,681	33,705	13,343	1,878	11,409	26,630	38,608	3,636	18,091	60,335
1987	26,570	1,612	6,426	34,609	14,054	1,722	11,058	26,833	40,624	3,334	17,484	61,442
1988	27,270	1,565	6,165	35,000	14,418	1,732	11,103	27,253	41,688	3,297	17,268	62,253
1989	27,193	1,301	5,552	34,046	14,246	1,507	10,637	26,389	41,438	2,808	16,189	60,435
1990	25,582	1,469	6,092	33,143	13,858	1,497	10,395	25,750	39,440	2,966	16,487	58,893
1991	24,157	1,245	5,059	30,461	13,138	1,307	9,485	23,930	37,295	2,552	14,544	54,391
1992	23,678	1,172	4,467	29,317	12,906	1,226	8,452	22,584	36,584	2,398	12,919	51,901
1993	24,858	1,147	4,254	30,259	13,652	1,168	8,322	23,142	38,510	2,315	12,576	53,401
1994	25,331	1,078	4,449	30,858	14,612	1,166	7,913	23,691	39,943	2,244	12,362	54,549
1995	26,633	1,082	4,059	31,774	14,841	1,242	8,307	24,390	41,474	2,324	12,366	56,164
1996	27,158	1,136	4,173	32,467	15,134	1,225	8,175	24,534	42,292	2,361	12,348	57,001
1997	27,258	1,027	3,736	32,021	15,670	1,154	7,843	24,667	42,929	2,180	11,579	56,688
1998	27,026	1,108	3,727	31,861	15,738	1,171	7,834	24,743	42,764	2,279	11,561	56,604
1999	26,733	983	3,529	31,245	16,126	1,213	7,918	25,257	42,858	2,196	11,447	56,502
2000	26,527	1,092	4,094	31,713	16,116	1,285	8,167	25,567	42,643	2,376	12,261	57,280
2001	26,601	1,135	3,981	31,717	16,332	1,285	8,253	25,869	42,932	2,420	12,233	57,586
2002	26,524	1,040	3,889	31,454	16,863	1,281	8,515	26,659	43,388	2,321	12,405	58,113
2003	27,081	976	3,681	31,738	17,107	1,319	8,354	26,779	44,187	2,295	12,035	58,517
2004	26,661	960	3,903	31,524	17,450	1,266	8,155	26,871	44,111	2,226	12,057	58,395
2005	27,393	834	3,406	31,632	17,644	1,313	8,515	27,472	45,036	2,147	11,921	59,104

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Table 20

Pedestrians Killed, 14 Years and Older, by Blood Alcohol Concentration (BAC), 1982-2005

Year	BAC = .00		BAC = .01-.07		BAC = .08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,132	51	321	5	2,701	44	6,154	100
1985	3,072	54	342	6	2,288	40	5,702	100
1986	3,104	54	334	6	2,264	40	5,702	100
1987	3,188	56	344	6	2,183	38	5,715	100
1988	3,364	58	287	5	2,173	37	5,825	100
1989	3,164	56	300	5	2,193	39	5,658	100
1990	3,185	57	260	5	2,150	38	5,595	100
1991	2,862	57	236	5	1,907	38	5,005	100
1992	2,712	56	231	5	1,868	39	4,812	100
1993	2,792	57	199	4	1,869	38	4,860	100
1994	2,782	59	230	5	1,725	36	4,737	100
1995	2,871	59	225	5	1,801	37	4,896	100
1996	2,749	58	212	4	1,816	38	4,777	100
1997	2,889	61	177	4	1,649	35	4,715	100
1998	2,743	59	248	5	1,689	36	4,680	100
1999	2,568	58	194	4	1,657	37	4,419	100
2000	2,535	59	213	5	1,541	36	4,288	100
2001	2,666	60	220	5	1,567	35	4,453	100
2002	2,670	60	193	4	1,589	36	4,451	100
2003	2,621	60	192	4	1,570	36	4,383	100
2004	2,563	60	208	5	1,535	36	4,306	100
2005	2,791	62	193	4	1,530	34	4,514	100

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Table 21

Drivers of Passenger Cars and Light Trucks in Crashes by Crash Severity and Restraint Use, 1975-2005

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
1975	2,583	5.6	29,710	64.3	13,931	30.1	46,224	100.0
1980	1,482	2.9	37,889	73.8	11,935	23.3	51,306	100.0
1985	6,172	13.3	29,705	64.0	10,566	22.8	46,443	100.0
1986	10,891	22.2	28,778	58.5	9,498	19.3	49,167	100.0
1987	14,474	28.5	28,154	55.4	8,150	16.1	50,778	100.0
1988	16,948	32.6	28,146	54.2	6,842	13.2	51,936	100.0
1989	17,545	34.5	26,764	52.7	6,474	12.7	50,783	100.0
1990	18,340	37.1	24,706	50.0	6,348	12.9	49,394	100.0
1991	18,457	40.3	21,843	47.7	5,504	12.0	45,804	100.0
1992	19,106	43.2	19,836	44.9	5,268	11.9	44,210	100.0
1993	20,932	46.2	19,139	42.3	5,196	11.5	45,267	100.0
1994	22,763	49.1	18,946	40.9	4,629	10.0	46,338	100.0
1995	24,166	50.1	19,427	40.3	4,663	9.7	48,256	100.0
1996	25,207	51.7	18,759	38.5	4,747	9.7	48,713	100.0
1997	25,313	52.3	18,286	37.8	4,799	9.9	48,398	100.0
1998	25,854	53.7	17,601	36.6	4,699	9.8	48,154	100.0
1999	25,498	53.4	17,693	37.1	4,552	9.5	47,743	100.0
2000	26,690	55.5	16,995	35.4	4,369	9.1	48,054	100.0
2001	27,222	56.5	16,528	34.3	4,398	9.1	48,148	100.0
2002	27,813	57.0	16,710	34.2	4,275	8.8	48,798	100.0
2003	28,822	59.3	15,491	31.9	4,281	8.8	48,594	100.0
2004	29,072	60.6	15,120	31.5	3,743	7.8	47,935	100.0
2005	29,089	61.0	14,914	31.3	3,662	7.7	47,665	100.0
Drivers in Injury Crashes								
1988	2,313,000	62.1	802,000	21.5	609,000	16.4	3,724,000	100.0
1989	2,267,000	62.8	749,000	20.8	592,000	16.4	3,607,000	100.0
1990	2,290,000	64.4	703,000	19.8	563,000	15.8	3,556,000	100.0
1991	2,308,000	68.0	581,000	17.1	505,000	14.9	3,394,000	100.0
1992	2,420,000	71.5	476,000	14.0	490,000	14.5	3,386,000	100.0
1993	2,557,000	73.8	435,000	12.6	475,000	13.7	3,467,000	100.0
1994	2,856,000	77.4	418,000	11.3	416,000	11.3	3,690,000	100.0
1995	3,118,000	79.3	388,000	9.9	425,000	10.8	3,931,000	100.0
1996	3,136,000	79.4	366,000	9.3	445,000	11.3	3,947,000	100.0
1997	3,003,000	79.1	339,000	8.9	452,000	11.9	3,794,000	100.0
1998	2,863,000	79.5	309,000	8.6	428,000	11.9	3,600,000	100.0
1999	2,897,000	80.5	293,000	8.1	409,000	11.4	3,598,000	100.0
2000	2,959,000	82.2	252,000	7.0	390,000	10.8	3,600,000	100.0
2001	2,882,000	82.5	234,000	6.7	376,000	10.8	3,491,000	100.0
2002	2,787,000	83.5	208,000	6.2	343,000	10.3	3,338,000	100.0
2003	2,844,000	84.7	180,000	5.4	332,000	9.9	3,356,000	100.0
2004	2,785,000	86.2	138,000	4.3	307,000	9.5	3,230,000	100.0
2005	2,666,000	86.1	141,000	4.5	290,000	9.4	3,097,000	100.0
Drivers in Property-Damage-Only Crashes								
1988	4,517,000	60.4	1,200,000	16.0	1,763,000	23.6	7,481,000	100.0
1989	4,531,000	62.6	1,015,000	14.0	1,691,000	23.4	7,237,000	100.0
1990	4,499,000	63.4	978,000	13.8	1,616,000	22.8	7,094,000	100.0
1991	4,516,000	67.2	712,000	10.6	1,490,000	22.2	6,718,000	100.0
1992	4,671,000	71.6	508,000	7.8	1,344,000	20.6	6,523,000	100.0
1993	4,986,000	75.0	451,000	6.8	1,209,000	18.2	6,646,000	100.0
1994	5,534,000	77.7	392,000	5.5	1,198,000	16.8	7,124,000	100.0
1995	5,914,000	79.3	356,000	4.8	1,184,000	15.9	7,454,000	100.0
1996	5,960,000	79.2	328,000	4.4	1,241,000	16.5	7,529,000	100.0
1997	5,841,000	78.9	311,000	4.2	1,255,000	16.9	7,406,000	100.0
1998	5,720,000	79.6	268,000	3.7	1,199,000	16.7	7,187,000	100.0
1999	5,637,000	81.3	236,000	3.4	1,058,000	15.3	6,932,000	100.0
2000	5,846,000	82.7	173,000	2.4	1,050,000	14.9	7,069,000	100.0
2001	5,897,000	83.6	161,000	2.3	1,000,000	14.2	7,058,000	100.0
2002	6,093,000	84.9	157,000	2.2	923,000	12.9	7,173,000	100.0
2003	6,042,000	84.7	135,000	1.9	960,000	13.4	7,137,000	100.0
2004	6,106,000	86.2	106,000	1.5	870,000	12.3	7,083,000	100.0
2005	6,087,000	86.1	104,000	1.5	880,000	12.4	7,071,000	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

Chapter 1 ■ Trends

Table 22

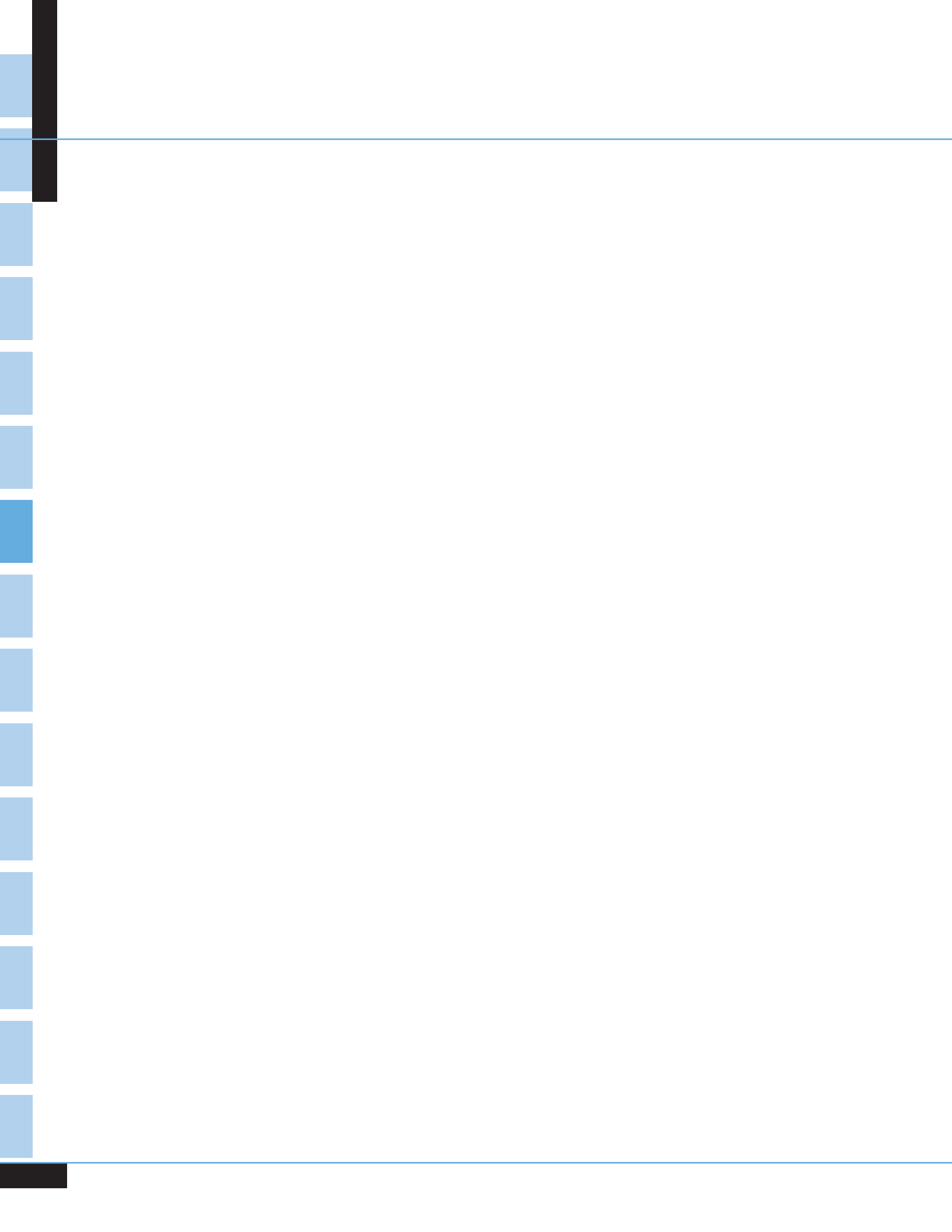
Occupants of Passenger Cars and Light Trucks Killed or Injured, by Restraint Use, 1975-2005

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
1975	986	3.2	21,076	68.5	8,723	28.3	30,785	100.0
1980	671	1.9	27,483	78.7	6,781	19.4	34,935	100.0
1981	649	1.9	26,974	80.0	6,103	18.1	33,726	100.0
1982	679	2.3	23,558	79.3	5,452	18.4	29,689	100.0
1983	827	2.8	23,080	79.1	5,274	18.1	29,181	100.0
1984	1,208	4.0	23,299	77.4	5,609	18.6	30,116	100.0
1985	2,391	8.0	22,131	74.0	5,379	18.0	29,901	100.0
1986	4,074	12.6	23,420	72.6	4,767	14.8	32,261	100.0
1987	5,249	15.8	23,799	71.7	4,142	12.5	33,190	100.0
1988	6,210	18.2	24,359	71.4	3,545	10.4	34,114	100.0
1989	6,546	19.5	23,613	70.2	3,455	10.3	33,614	100.0
1990	6,775	20.7	22,547	69.0	3,371	10.3	32,693	100.0
1991	7,332	23.8	20,488	66.6	2,956	9.6	30,776	100.0
1992	7,699	26.1	19,053	64.6	2,733	9.3	29,485	100.0
1993	8,679	28.9	18,553	61.7	2,845	9.5	30,077	100.0
1994	9,642	31.2	18,636	60.3	2,623	8.5	30,901	100.0
1995	10,159	31.8	19,123	59.8	2,709	8.5	31,991	100.0
1996	10,716	33.0	18,848	58.1	2,873	8.9	32,437	100.0
1997	10,995	33.9	18,642	57.5	2,811	8.7	32,448	100.0
1998	11,213	35.2	18,022	56.5	2,664	8.4	31,899	100.0
1999	11,174	34.8	18,316	57.0	2,637	8.2	32,127	100.0
2000	11,787	36.6	17,810	55.3	2,628	8.2	32,225	100.0
2001	11,946	37.3	17,517	54.7	2,580	8.1	32,043	100.0
2002	12,533	38.2	17,797	54.2	2,513	7.7	32,843	100.0
2003	12,967	40.2	16,764	51.9	2,540	7.9	32,271	100.0
2004	13,250	41.6	16,432	51.6	2,184	6.9	31,866	100.0
2005	13,014	41.4	16,172	51.5	2,229	7.1	31,415	100.0
Occupants Injured								
1988	1,752,000	57.2	912,000	29.8	399,000	13.0	3,063,000	100.0
1989	1,720,000	58.5	863,000	29.4	359,000	12.2	2,942,000	100.0
1990	1,737,000	60.3	820,000	28.4	325,000	11.3	2,882,000	100.0
1991	1,785,000	63.8	725,000	25.9	287,000	10.3	2,797,000	100.0
1992	1,854,000	66.8	622,000	22.4	300,000	10.8	2,776,000	100.0
1993	1,983,000	69.2	589,000	20.6	294,000	10.2	2,866,000	100.0
1994	2,208,000	73.7	564,000	18.8	223,000	7.4	2,995,000	100.0
1995	2,415,000	75.7	549,000	17.2	227,000	7.1	3,192,000	100.0
1996	2,468,000	76.7	520,000	16.1	231,000	7.2	3,220,000	100.0
1997	2,369,000	76.5	475,000	15.3	251,000	8.1	3,095,000	100.0
1998	2,297,000	77.5	437,000	14.7	230,000	7.8	2,964,000	100.0
1999	2,328,000	78.0	420,000	14.1	237,000	7.9	2,984,000	100.0
2000	2,369,000	80.6	369,000	12.6	200,000	6.8	2,938,000	100.0
2001	2,249,000	80.7	324,000	11.6	214,000	7.7	2,787,000	100.0
2002	2,195,000	81.8	284,000	10.6	205,000	7.7	2,684,000	100.0
2003	2,204,000	83.3	248,000	9.4	193,000	7.3	2,646,000	100.0
2004	2,156,000	84.8	206,000	8.1	181,000	7.1	2,543,000	100.0
2005	2,077,000	84.9	207,000	8.5	161,000	6.6	2,446,000	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

Chapter 2

CRASHES



CHAPTER 2 ■ CRASHES

This chapter presents statistics about police-reported motor vehicle crashes according to the most severe injury in the crash: **Fatal**, **Nonfatal Injury** (Injury), and **Property Damage**. The tables and figures are presented in four groups: Time, Location, Circumstances, and Alcohol. Below are some of the crash statistics you will find in this section:

- More than 6.1 million police-reported motor vehicle crashes occurred in the United States in 2005. Almost one-third of these crashes resulted in an injury, with less than 1 percent of total crashes (39,189) resulting in a death.
- Midnight to 3 a.m. on Saturdays and Sundays proved to be the deadliest 3-hour periods throughout 2005, with 1,320 and 1,275 fatal crashes, respectively.
- Fifty-eight percent of fatal crashes involved only one vehicle, compared to 31 percent of injury crashes and 31 percent of property-damage-only crashes.
- More than half of fatal crashes occurred on roads with posted speed limits of 55 mph or more, while only 23 percent of property-damage-only crashes occurred on these roads.
- Collision with another motor vehicle in transport was the most common first harmful event for fatal, injury, and property-damage-only crashes. Collisions with fixed objects and noncollisions accounted for only 19 percent of all crashes, but they accounted for 44 percent of fatal crashes.
- Thirty-nine percent of fatal crashes involved alcohol. For fatal crashes occurring from midnight to 3 a.m., 75 percent involved alcohol.

Chapter 2 ■ Crashes

Table 23
Crashes and Crash Rates by Month and Crash Severity

Month	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Rate*	Number	Rate*	Number	Rate*	Number	Rate*
January	2,816	1.27	145,000	65	381,000	172	529,000	238
February	2,618	1.20	137,000	63	345,000	158	485,000	222
March	2,885	1.15	156,000	62	353,000	140	511,000	203
April	3,235	1.30	152,000	61	331,000	133	486,000	195
May	3,314	1.27	160,000	61	339,000	130	503,000	193
June	3,379	1.29	158,000	60	337,000	129	499,000	190
July	3,753	1.41	153,000	58	330,000	124	487,000	183
August	3,501	1.33	159,000	60	335,000	127	498,000	189
September	3,422	1.43	152,000	63	329,000	137	484,000	202
October	3,631	1.45	152,000	61	374,000	149	529,000	212
November	3,416	1.41	141,000	59	406,000	168	550,000	228
December	3,219	1.33	152,000	63	444,000	183	599,000	247
Total	39,189	1.32	1,816,000	61	4,304,000	145	6,159,000	208

*Crashes per 100 million vehicle miles traveled.

Source: Vehicle miles traveled, Federal Highway Administration, *Traffic Volume Trends* (June 2006).

Chapter 2 ■ Crashes

Table 24
Crashes by Time of Day, Day of Week, and Crash Severity

Time of Day	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
Fatal Crashes								
Midnight to 3 am	1,275	430	373	439	525	636	1,320	4,998
3 am to 6 am	712	322	270	324	344	421	765	3,158
6 am to 9 am	416	584	569	615	574	597	529	3,885
9 am to Noon	466	566	509	542	512	574	571	3,740
Noon to 3 pm	729	702	675	673	710	774	805	5,068
3 pm to 6 pm	937	913	887	827	852	1,016	1,049	6,481
6 pm to 9 pm	932	800	727	763	804	1,011	1,112	6,149
9 pm to Midnight	684	590	598	646	713	1,094	1,076	5,401
Unknown	64	41	35	31	28	38	62	309
Total	6,215	4,948	4,643	4,860	5,062	6,161	7,289	*39,189
Injury Crashes								
Midnight to 3 am	22,000	8,000	8,000	9,000	8,000	13,000	25,000	92,000
3 am to 6 am	14,000	7,000	6,000	7,000	9,000	7,000	15,000	66,000
6 am to 9 am	14,000	35,000	40,000	43,000	39,000	35,000	17,000	222,000
9 am to Noon	24,000	34,000	40,000	32,000	36,000	37,000	35,000	239,000
Noon to 3 pm	37,000	48,000	48,000	53,000	47,000	53,000	48,000	334,000
3 pm to 6 pm	40,000	67,000	71,000	65,000	65,000	77,000	51,000	437,000
6 pm to 9 pm	30,000	34,000	39,000	41,000	43,000	45,000	36,000	268,000
9 pm to Midnight	20,000	19,000	18,000	17,000	23,000	32,000	30,000	159,000
Total	202,000	253,000	270,000	266,000	268,000	300,000	257,000	1,816,000
Property-Damage-Only Crashes								
Midnight to 3 am	43,000	20,000	19,000	17,000	20,000	26,000	48,000	193,000
3 am to 6 am	32,000	15,000	15,000	17,000	19,000	20,000	29,000	147,000
6 am to 9 am	27,000	93,000	103,000	107,000	101,000	100,000	43,000	575,000
9 am to Noon	48,000	83,000	91,000	92,000	90,000	92,000	85,000	581,000
Noon to 3 pm	79,000	113,000	118,000	115,000	120,000	138,000	110,000	793,000
3 pm to 6 pm	84,000	162,000	179,000	163,000	173,000	191,000	103,000	1,056,000
6 pm to 9 pm	66,000	75,000	89,000	93,000	94,000	106,000	79,000	602,000
9 pm to Midnight	40,000	40,000	46,000	39,000	52,000	71,000	70,000	358,000
Total	419,000	601,000	660,000	644,000	670,000	745,000	566,000	4,304,000
All Crashes								
Midnight to 3 am	67,000	28,000	27,000	26,000	28,000	40,000	74,000	290,000
3 am to 6 am	47,000	23,000	22,000	24,000	28,000	28,000	44,000	216,000
6 am to 9 am	41,000	128,000	144,000	150,000	141,000	136,000	60,000	800,000
9 am to Noon	73,000	118,000	132,000	125,000	126,000	129,000	121,000	823,000
Noon to 3 pm	117,000	161,000	166,000	169,000	167,000	192,000	158,000	1,132,000
3 pm to 6 pm	125,000	230,000	251,000	229,000	239,000	269,000	155,000	1,499,000
6 pm to 9 pm	97,000	110,000	128,000	134,000	138,000	152,000	116,000	876,000
9 pm to Midnight	60,000	59,000	65,000	57,000	76,000	104,000	101,000	523,000
Total	627,000	858,000	935,000	915,000	943,000	1,051,000	830,000	6,159,000

*Includes 11 fatal crashes that occurred on unknown days.

Chapter 2 ■ Crashes

Figure 11

Average Fatal Crashes per Hour, by Time of Day, Weekdays and Weekends

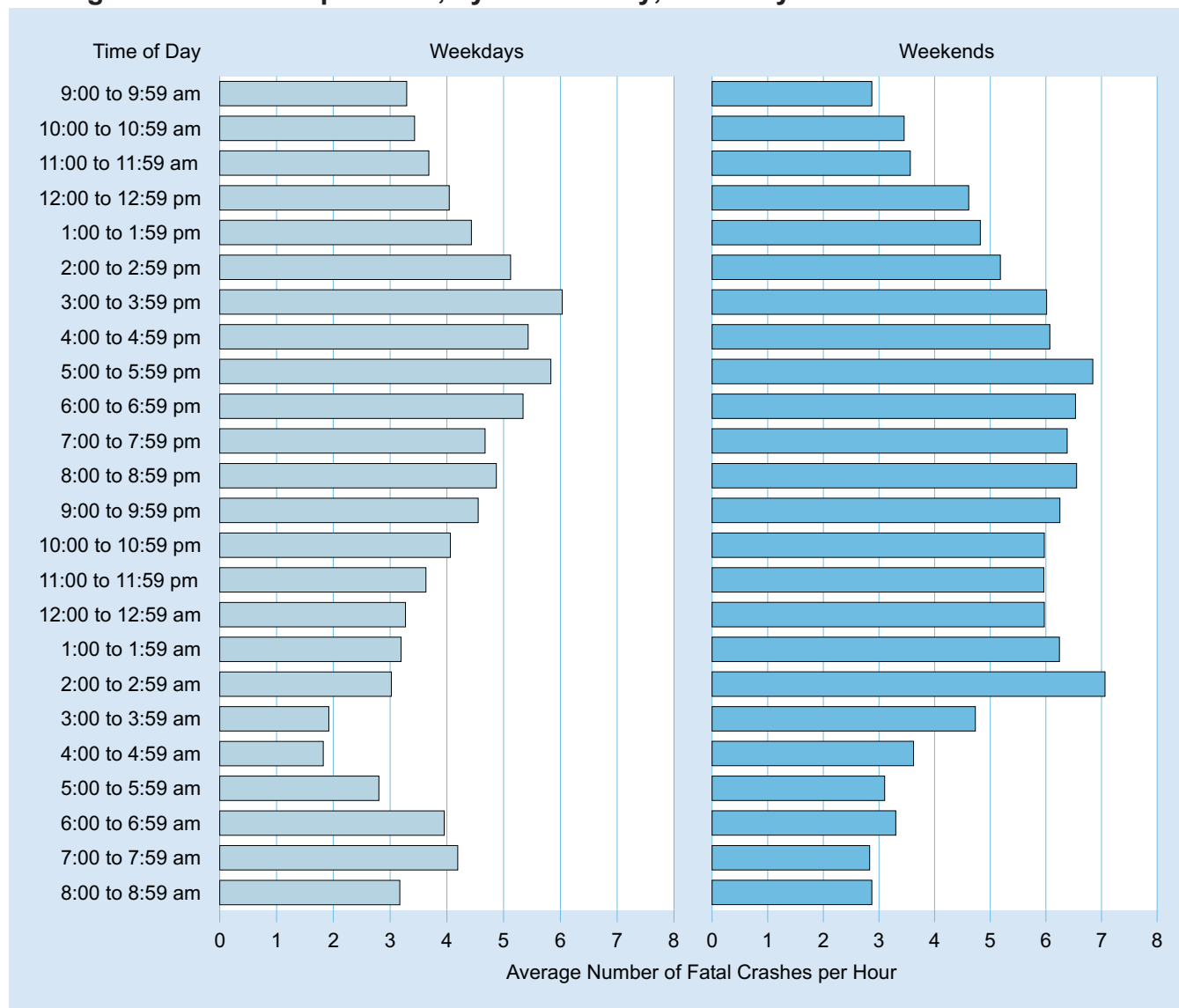


Table 25
Crashes by Weather Condition, Light Condition, and Crash Severity

Weather Condition	Light Condition				Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	
Fatal Crashes					
Normal	17,332	5,455	10,224	1,381	34,461
Rain	1,387	520	877	123	2,914
Snow/Sleet	388	84	257	40	773
Other	197	84	333	61	675
Unknown	56	15	77	7	366
Total	19,360	6,158	11,768	1,612	*39,189
Injury Crashes					
Normal	1,118,000	243,000	161,000	54,000	1,576,000
Rain	100,000	39,000	22,000	7,000	169,000
Snow/Sleet	31,000	10,000	10,000	2,000	53,000
Other	9,000	3,000	4,000	2,000	18,000
Total	1,258,000	296,000	197,000	66,000	1,816,000
Property-Damage-Only Crashes					
Normal	2,577,000	505,000	417,000	130,000	3,628,000
Rain	256,000	83,000	52,000	21,000	412,000
Snow/Sleet	115,000	40,000	45,000	11,000	211,000
Other	23,000	11,000	13,000	5,000	52,000
Total	2,971,000	638,000	528,000	167,000	4,304,000
All Crashes					
Normal	3,712,000	754,000	588,000	185,000	5,239,000
Rain	358,000	122,000	75,000	29,000	584,000
Snow/Sleet	146,000	50,000	55,000	13,000	264,000
Other	33,000	14,000	18,000	7,000	72,000
Total	4,248,000	940,000	737,000	234,000	6,159,000

*Includes 291 fatal crashes that occurred under unknown light conditions.

Chapter 2 ■ Crashes

Table 26
Fatal Crashes by Emergency Medical Services (EMS) Response Times
Within Designated Minutes and by Land Use

Response Time (Minutes)	Time of Crash to EMS Notification		EMS Notification to EMS Arrival		EMS Arrival at Scene to Hospital Arrival		Time of Crash to Hospital Arrival	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Rural Fatal Crashes								
0 to 10	10,009	84.5	6,620	54.6	150	2.6	23	0.4
11 to 20	1,210	10.2	4,073	33.6	929	16.3	166	3.0
21 to 30	316	2.7	1,035	8.5	1,384	24.3	564	10.2
31 to 40	125	1.1	246	2.0	1,180	20.7	945	17.1
41 to 50	60	0.5	89	0.7	799	14.0	1,042	18.9
51 to 60	35	0.3	24	0.2	498	8.7	895	16.2
61 to 120	88	0.7	29	0.2	766	13.4	1,891	34.2
Total*	11,843	100.0	12,116	100.0	5,706	100.0	5,526	100.0
Urban Fatal Crashes								
0 to 10	7,668	93.5	6,826	85.9	226	6.2	38	1.0
11 to 20	344	4.2	918	11.5	1,084	29.6	446	12.3
21 to 30	102	1.2	134	1.7	1,194	32.6	1,007	27.8
31 to 40	21	0.3	41	0.5	580	15.9	893	24.6
41 to 50	13	0.2	16	0.2	270	7.4	565	15.6
51 to 60	16	0.2	3	**	146	4.0	315	8.7
61 to 120	33	0.4	13	0.2	157	4.3	363	10.0
Total*	8,197	100.0	7,951	100.0	3,657	100.0	3,627	100.0

*Includes crashes for which both times were known.

**Less than 0.05 percent.

Table 27

Crashes by Crash Type, Relation to Roadway, and Crash Severity

Crash Type	Relation to Roadway					Total
	On Roadway	Off Roadway	Shoulder	Median	Other/Unknown	
Fatal Crashes						
Single Vehicle	6,507	12,340	2,431	1,022	353	22,653
Multiple Vehicle	15,647	297	302	198	92	16,536
Total	22,154	12,637	2,733	1,220	445	39,189
Injury Crashes						
Single Vehicle	154,000	320,000	14,000	48,000	28,000	564,000
Multiple Vehicle	1,235,000	7,000	1,000	7,000	2,000	1,252,000
Total	1,390,000	327,000	16,000	54,000	30,000	1,816,000
Property-Damage-Only Crashes						
Single Vehicle	328,000	598,000	31,000	81,000	277,000	1,314,000
Multiple Vehicle	2,957,000	11,000	3,000	14,000	5,000	2,990,000
Total	3,284,000	609,000	34,000	94,000	282,000	4,304,000
All Crashes						
Single Vehicle	488,000	930,000	48,000	129,000	306,000	1,901,000
Multiple Vehicle	4,208,000	18,000	5,000	21,000	7,000	4,258,000
Total	4,697,000	948,000	53,000	150,000	313,000	6,159,000

Chapter 2 ■ Crashes

Table 28
Crashes by Relation to Junction, Traffic Control Device, and Crash Severity

Relation to Junction	Traffic Control Device				Total
	None	Traffic Signal	Stop Sign	Other/Unknown	
Fatal Crashes					
Nonjunction	26,107	105	161	1,759	28,132
Junction:					
Intersection	1,643	2,261	2,919	297	7,120
Intersection Related	600	512	326	97	1,535
Other/Unknown	1,755	72	72	503	2,402
Total	30,105	2,950	3,478	2,656	39,189
Injury Crashes					
Nonjunction	670,000	1,000	*	81,000	752,000
Junction:					
Intersection	84,000	250,000	171,000	20,000	525,000
Intersection Related	87,000	184,000	33,000	17,000	322,000
Other/Unknown	168,000	15,000	11,000	24,000	218,000
Total	1,009,000	450,000	216,000	142,000	1,816,000
Property-Damage-Only Crashes					
Nonjunction	1,762,000	3,000	1,000	197,000	1,962,000
Junction:					
Intersection	146,000	346,000	269,000	37,000	798,000
Intersection Related	217,000	465,000	126,000	61,000	870,000
Other/Unknown	490,000	48,000	40,000	95,000	674,000
Total	2,616,000	862,000	436,000	390,000	4,304,000
All Crashes					
Nonjunction	2,458,000	3,000	1,000	280,000	2,742,000
Junction:					
Intersection	232,000	598,000	442,000	57,000	1,330,000
Intersection Related	305,000	650,000	160,000	78,000	1,193,000
Other/Unknown	660,000	63,000	52,000	120,000	894,000
Total	3,655,000	1,314,000	655,000	535,000	6,159,000

*Less than 500.

Chapter 2 ■ Crashes

Table 29
Crashes by Speed Limit, Crash Type, and Crash Severity

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
30 mph or less	2,852	12.6	1,068	6.5	3,920	10.0
35 or 40 mph	4,164	18.4	2,746	16.6	6,910	17.6
45 or 50 mph	3,895	17.2	3,491	21.1	7,386	18.8
55 mph	6,318	27.9	5,421	32.8	11,739	30.0
60 mph or higher	4,554	20.1	3,507	21.2	8,061	20.6
No Statutory Limit	100	0.4	20	0.1	120	0.3
Unknown	770	3.4	283	1.7	1,053	2.7
Total	22,653	100.0	16,536	100.0	39,189	100.0
Injury Crashes						
30 mph or less	142,000	25.2	231,000	18.4	373,000	20.5
35 or 40 mph	135,000	23.9	498,000	39.8	633,000	34.9
45 or 50 mph	82,000	14.5	292,000	23.4	374,000	20.6
55 mph	117,000	20.8	128,000	10.2	245,000	13.5
60 mph or higher	84,000	14.8	98,000	7.8	182,000	10.0
No Statutory Limit	4,000	0.7	4,000	0.3	8,000	0.5
Total	564,000	100.0	1,252,000	100.0	1,816,000	100.0
Property-Damage-Only Crashes						
30 mph or less	395,000	30.1	714,000	23.9	1,109,000	25.8
35 or 40 mph	223,000	17.0	1,069,000	35.8	1,292,000	30.0
45 or 50 mph	186,000	14.2	670,000	22.4	856,000	19.9
55 mph	310,000	23.6	280,000	9.4	590,000	13.7
60 mph or higher	181,000	13.8	239,000	8.0	420,000	9.7
No Statutory Limit	19,000	1.5	18,000	0.6	38,000	0.9
Total	1,314,000	100.0	2,990,000	100.0	4,304,000	100.0
All Crashes						
30 mph or less	540,000	28.4	946,000	22.2	1,486,000	24.1
35 or 40 mph	362,000	19.0	1,570,000	36.9	1,932,000	31.4
45 or 50 mph	272,000	14.3	966,000	22.7	1,238,000	20.1
55 mph	433,000	22.8	413,000	9.7	846,000	13.7
60 mph or higher	269,000	14.2	341,000	8.0	610,000	9.9
No Statutory Limit	24,000	1.3	22,000	0.5	46,000	0.7
Total	1,901,000	100.0	4,258,000	100.0	6,159,000	100.0

Chapter 2 ■ Crashes

Table 30
Fatal Crashes by Speed Limit and Land Use

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	876	22.3	2,878	73.4	166	4.2	3,920	100.0
35 or 40 mph	1,929	27.9	4,652	67.3	329	4.8	6,910	100.0
45 or 50 mph	3,252	44.0	3,691	50.0	443	6.0	7,386	100.0
55 mph	9,143	77.9	2,167	18.5	429	3.7	11,739	100.0
60 mph or higher	5,434	67.4	2,525	31.3	102	1.3	8,061	100.0
No Statutory Limit	48	40.0	35	29.2	37	30.8	120	100.0
Unknown	328	31.1	598	56.8	127	12.1	1,053	100.0
Total	21,010	53.6	16,546	42.2	1,633	4.2	39,189	100.0

Figure 12
Percent of Fatal Crashes, by Speed Limit and Land Use

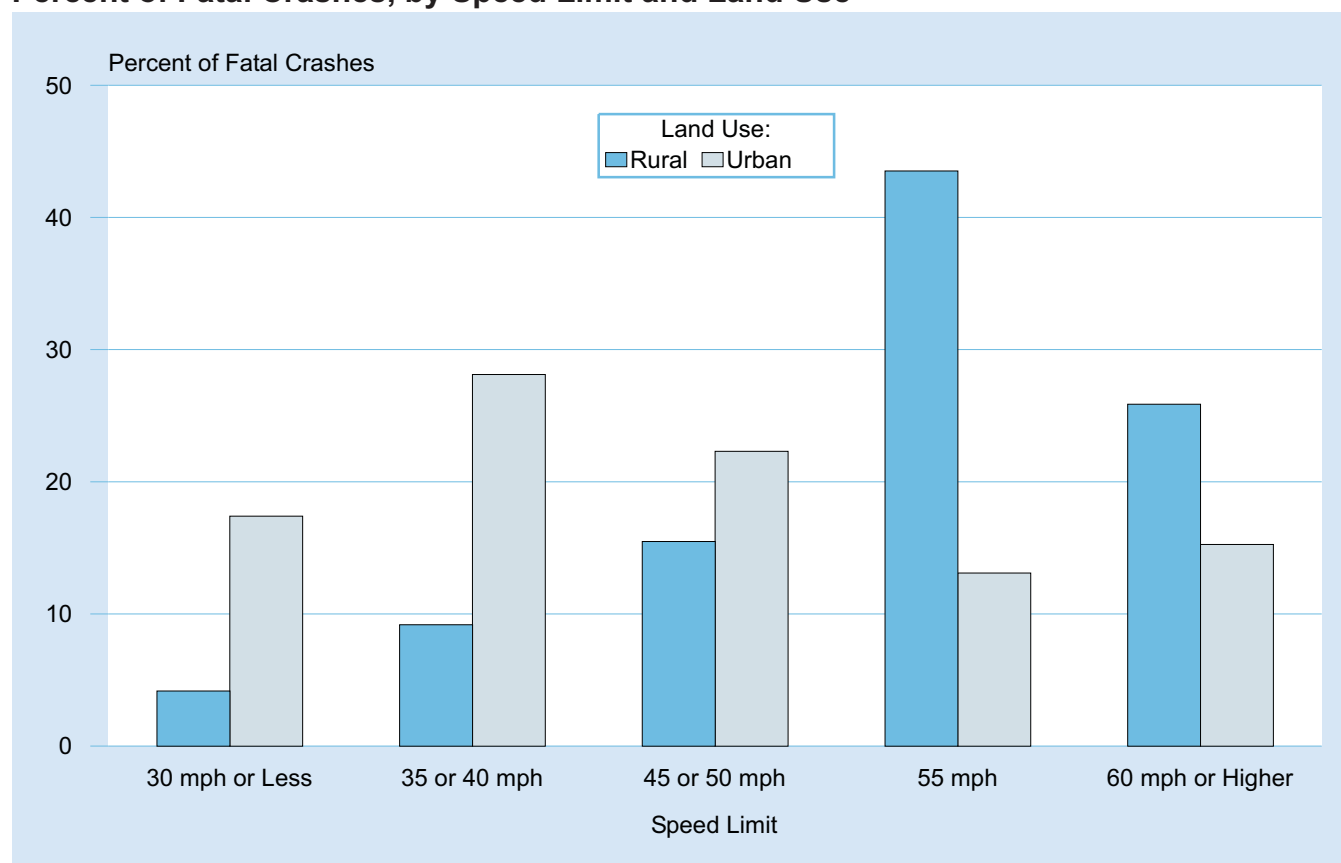


Table 31
Crashes by Number of Lanes, Trafficway Flow, and Crash Severity

Number of Lanes	Trafficway Flow				Total
	Not Divided	Divided	One-Way	Unknown	
Fatal Crashes					
One Lane	23	28	51	393	495
Two Lanes	22,351	6,682	145	145	29,323
Three Lanes	430	2,292	92	18	2,832
Four Lanes	2,561	2,151	30	3	4,745
More Than Four	467	692	7	3	1,169
Unknown	73	105	11	436	625
Total	25,905	11,950	336	998	39,189
Injury Crashes					
One Lane	3,000	7,000	32,000	1,000	43,000
Two Lanes	574,000	193,000	18,000	15,000	800,000
Three Lanes	62,000	146,000	11,000	4,000	224,000
Four Lanes	126,000	77,000	6,000	3,000	212,000
More Than Four	148,000	40,000	1,000	4,000	193,000
Unknown	105,000	28,000	6,000	205,000	344,000
Total	1,019,000	492,000	74,000	231,000	1,816,000
Property-Damage-Only Crashes					
One Lane	24,000	16,000	87,000	2,000	129,000
Two Lanes	1,311,000	403,000	48,000	46,000	1,808,000
Three Lanes	147,000	278,000	29,000	12,000	467,000
Four Lanes	248,000	142,000	10,000	7,000	407,000
More Than Four	337,000	79,000	3,000	10,000	429,000
Unknown	277,000	90,000	25,000	672,000	1,065,000
Total	2,344,000	1,008,000	203,000	749,000	4,304,000
All Crashes					
One Lane	27,000	23,000	119,000	3,000	172,000
Two Lanes	1,907,000	603,000	66,000	62,000	2,638,000
Three Lanes	210,000	426,000	41,000	16,000	693,000
Four Lanes	377,000	221,000	16,000	10,000	623,000
More Than Four	486,000	120,000	4,000	13,000	624,000
Unknown	383,000	118,000	31,000	877,000	1,409,000
Total	3,389,000	1,512,000	277,000	981,000	6,159,000

Chapter 2 ■ Crashes

Table 32
Crashes by First Harmful Event, Manner of Collision, and Crash Severity

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport:								
Angle	8,119	20.7	586,000	32.3	1,185,000	27.5	1,779,000	28.9
Rear End	2,118	5.4	513,000	28.2	1,309,000	30.4	1,824,000	29.6
Sideswipe	958	2.4	71,000	3.9	392,000	9.1	463,000	7.5
Head On	3,970	10.1	62,000	3.4	57,000	1.3	123,000	2.0
Other/Unknown	192	0.5	*	*	4,000	0.1	4,000	0.1
Subtotal	15,357	39.2	1,232,000	67.8	2,947,000	68.5	4,195,000	68.1
Collision with Fixed Object:								
Pole/Post	1,852	4.7	72,000	4.0	153,000	3.6	227,000	3.7
Culvert/Curb/Ditch	2,591	6.6	60,000	3.3	131,000	3.0	193,000	3.1
Shrubbery/Tree	3,215	8.2	65,000	3.6	82,000	1.9	150,000	2.4
Guard Rail	1,189	3.0	35,000	1.9	84,000	1.9	120,000	1.9
Embankment	1,444	3.7	25,000	1.4	28,000	0.6	54,000	0.9
Bridge	336	0.9	4,000	0.2	12,000	0.3	16,000	0.3
Other/Unknown	1,812	4.6	65,000	3.6	165,000	3.8	232,000	3.8
Subtotal	12,439	31.7	326,000	18.0	653,000	15.2	992,000	16.1
Collision with Object Not Fixed:								
Parked Motor Vehicle	498	1.3	29,000	1.6	297,000	6.9	327,000	5.3
Animal	174	0.4	15,000	0.8	260,000	6.0	275,000	4.5
Pedestrian	4,520	11.5	59,000	3.3	1,000	*	64,000	1.0
Pedalcyclist	776	2.0	45,000	2.5	4,000	0.1	50,000	0.8
Train	204	0.5	1,000	*	1,000	*	2,000	*
Other/Unknown	333	0.8	8,000	0.4	41,000	0.9	49,000	0.8
Subtotal	6,505	16.6	158,000	8.7	603,000	14.0	768,000	12.5
Noncollision:								
Rollover	4,266	10.9	87,000	4.8	49,000	1.1	141,000	2.3
Other/Unknown	564	1.4	12,000	0.7	51,000	1.2	64,000	1.0
Subtotal	4,830	12.3	100,000	5.5	100,000	2.3	205,000	3.3
Total	**39,189	100.0	1,816,000	100.0	4,304,000	100.0	6,159,000	100.0

*Less than 500 or less than 0.05 percent.

**Includes 58 fatal crashes with an unknown first harmful event.

Table 33
Two-Vehicle Crashes by Vehicle Type and Crash Severity

Vehicle Type	Vehicle Type					
	Passenger Car	Light Truck	Large Truck	Motorcycle	Bus	Other/Unknown
Fatal Crashes (Total = 13,895)						
Passenger Car	2,230	4,592	1,425	886	62	167
Light Truck		1,628	1,134	1,005	37	141
Large Truck			137	165	10	38
Motorcycle				79	18	54
Bus					0	1
Other/Unknown						86
Injury Crashes (Total = 1,072,000)						
Passenger Car	379,000	446,000	31,000	19,000	6,000	1,000
Light Truck		146,000	20,000	14,000	3,000	2,000
Large Truck			2,000	1,000	*	*
Motorcycle				1,000	*	*
Other/Unknown						1,000
Property-Damage-Only Crashes (Total = 2,800,000)						
Passenger Car	877,000	1,220,000	136,000	9,000	17,000	5,000
Light Truck		429,000	75,000	4,000	11,000	4,000
Large Truck			11,000	*	2,000	1,000
Bus					1,000	*

*Less than 500.

Chapter 2 ■ Crashes

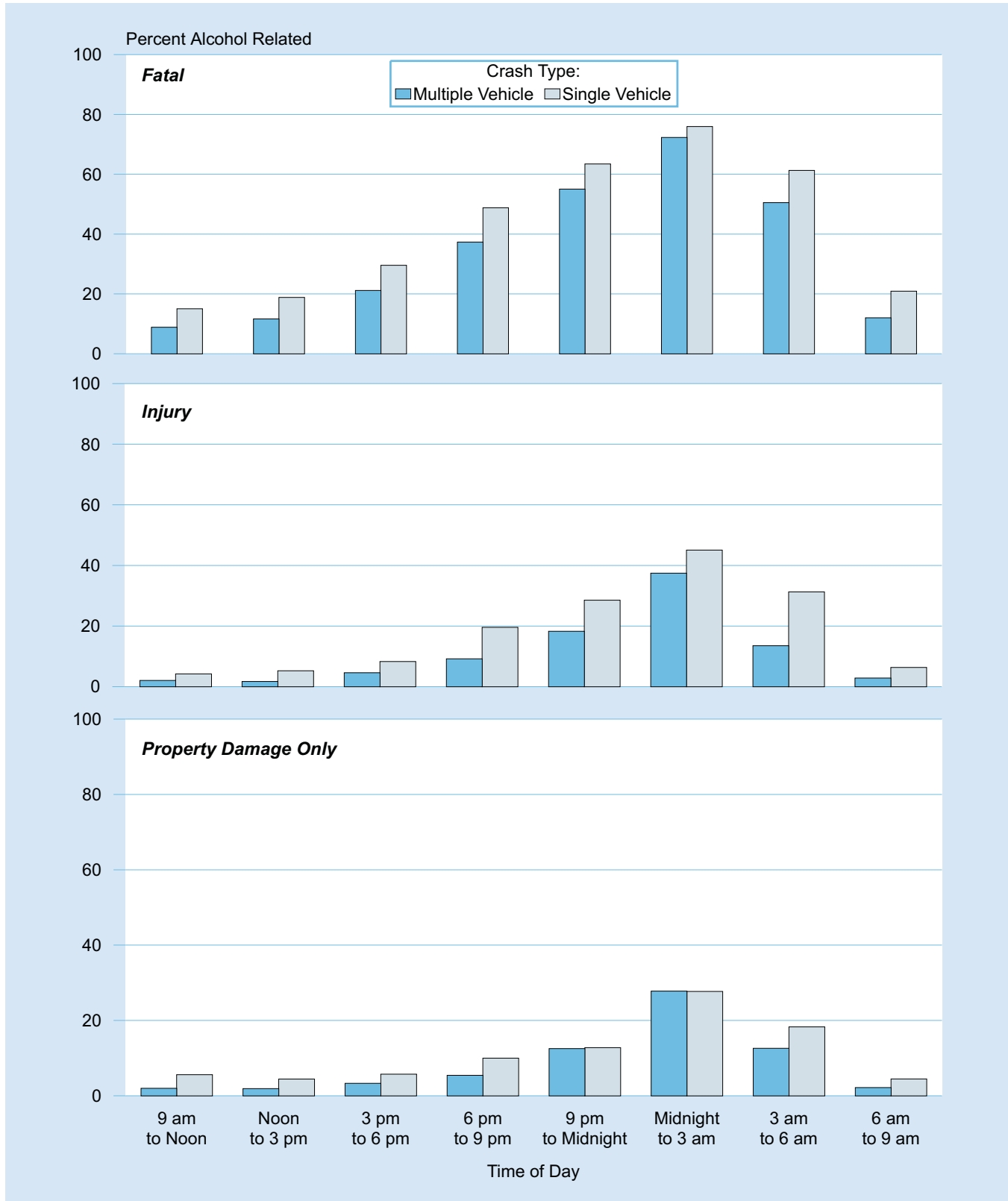
Table 34
Crashes and Percent Alcohol Related by Time of Day, Crash Type, and Crash Severity

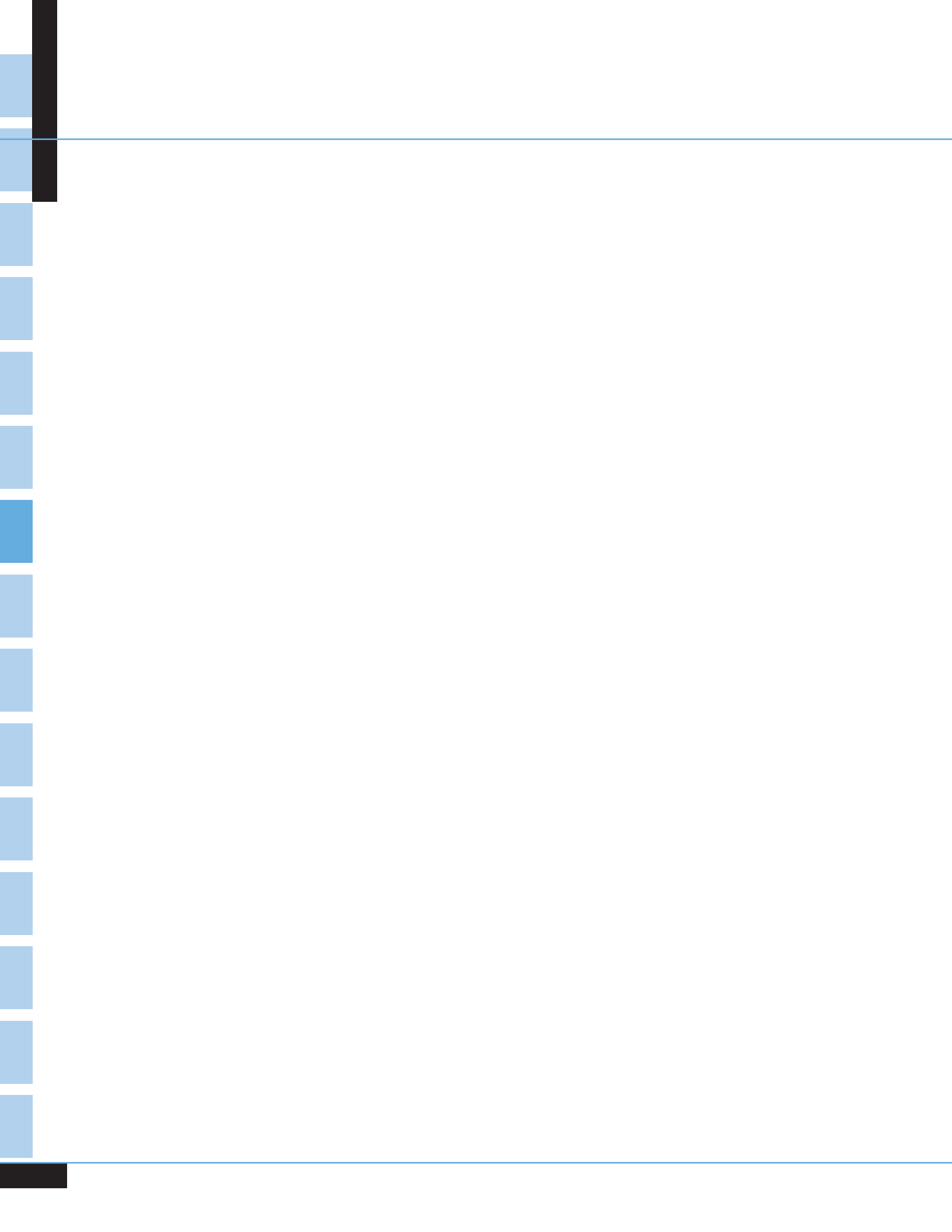
Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related
Fatal Crashes*									
Midnight to 3 am	3,835	2,914	76	1,163	841	72	4,998	3,755	75
3 am to 6 am	2,286	1,402	61	872	441	51	3,158	1,842	58
6 am to 9 am	1,943	407	21	1,942	234	12	3,885	640	16
9 am to Noon	1,718	259	15	2,022	179	9	3,740	438	12
Noon to 3 pm	2,237	422	19	2,831	330	12	5,068	751	15
3 pm to 6 pm	3,047	901	30	3,434	726	21	6,481	1,627	25
6 pm to 9 pm	3,651	1,781	49	2,498	933	37	6,149	2,714	44
9 pm to Midnight	3,638	2,309	63	1,763	971	55	5,401	3,279	61
Unknown	298	189	63	11	3	31	309	192	62
Total	22,653	10,581	47	16,536	4,657	28	39,189	15,238	39
Injury Crashes**									
Midnight to 3 am	58,000	26,000	45	34,000	13,000	37	92,000	39,000	42
3 am to 6 am	45,000	14,000	31	21,000	3,000	14	66,000	17,000	26
6 am to 9 am	69,000	4,000	6	152,000	4,000	3	222,000	9,000	4
9 am to Noon	60,000	3,000	4	179,000	4,000	2	239,000	6,000	3
Noon to 3 pm	73,000	4,000	5	261,000	4,000	2	334,000	8,000	2
3 pm to 6 pm	101,000	8,000	8	336,000	15,000	5	437,000	24,000	5
6 pm to 9 pm	87,000	17,000	20	181,000	17,000	9	268,000	34,000	13
9 pm to Midnight	71,000	20,000	29	88,000	16,000	18	159,000	36,000	23
Total	564,000	97,000	17	1,252,000	76,000	6	1,816,000	173,000	10
Property-Damage-Only Crashes**									
Midnight to 3 am	138,000	38,000	28	55,000	15,000	28	193,000	54,000	28
3 am to 6 am	109,000	20,000	18	37,000	5,000	13	147,000	25,000	17
6 am to 9 am	186,000	8,000	4	389,000	9,000	2	575,000	17,000	3
9 am to Noon	145,000	8,000	6	436,000	9,000	2	581,000	17,000	3
Noon to 3 pm	153,000	7,000	4	640,000	12,000	2	793,000	19,000	2
3 pm to 6 pm	180,000	10,000	6	876,000	29,000	3	1,056,000	39,000	4
6 pm to 9 pm	212,000	21,000	10	390,000	21,000	5	602,000	42,000	7
9 pm to Midnight	192,000	25,000	13	166,000	21,000	13	358,000	45,000	13
Total	1,314,000	138,000	10	2,990,000	121,000	4	4,304,000	258,000	6

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or higher.

**Police-reported alcohol involvement.

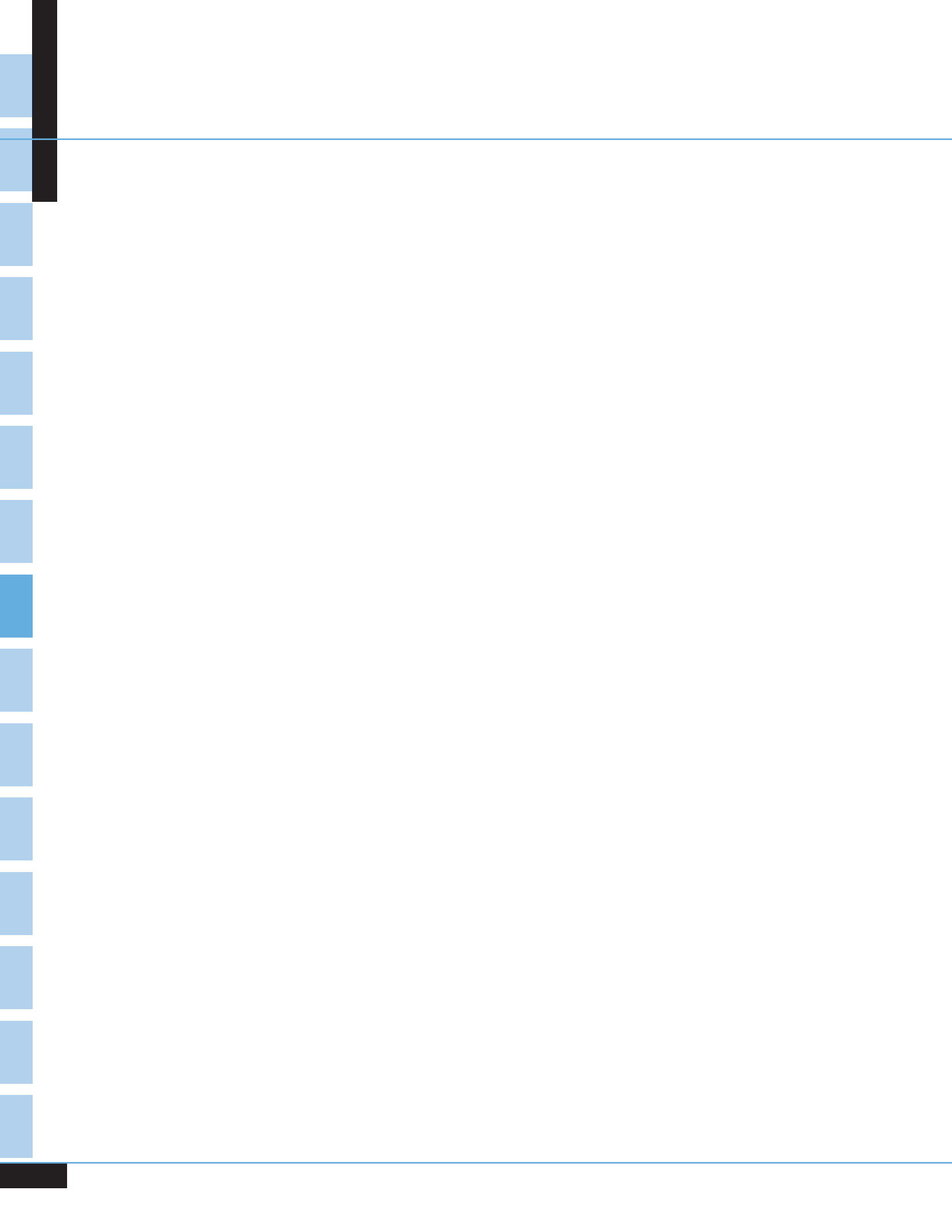
Figure 13
Percent of Crashes Alcohol Related, by Time of Day and Crash Severity





Chapter 3

VEHICLES



CHAPTER 3 ■ VEHICLES

Statistics about the vehicles involved in police-reported motor vehicle crashes are presented in this chapter, according to six major vehicle types: Passenger Cars, Light Trucks (including pickups, vans, and utility vehicles with a gross vehicle weight rating of 10,000 pounds or less), Large Trucks (including single-unit trucks and truck tractors with a gross vehicle weight rating of more than 10,000 pounds), Motorcycles (including motorcycles, mopeds, and motorscooters), Buses (including school buses and transit buses), and Other Vehicles (including all-terrain vehicles, farm and construction equipment, and motorhomes). The tables and figures are presented for all vehicle types first, then by individual vehicle type. Below are some of the vehicle statistics you will find in this section:

- More than 94 percent of the 11 million vehicles involved in motor vehicle crashes in 2005 were passenger cars or light trucks.
- Large trucks accounted for 8 percent of the vehicles in fatal crashes, but only 3 percent of the vehicles involved in injury crashes and 5 percent of the vehicles involved in property-damage-only crashes. Of the 4,932 large trucks involved in fatal crashes, 74 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal crashes (21.1 percent) was 4 times as high as the proportion in injury crashes (5.3 percent) and 16 times as high as the proportion in property-damage-only crashes (1.3 percent).
- Compared with other vehicle types, utility vehicles experienced the highest rollover rates in fatal crashes (35.4 percent) and in property-damage-only crashes (2.6 percent). Large trucks experienced the highest rollover rate in injury crashes (9.9 percent).
- Fires occurred in 0.1 percent of the vehicles involved in all traffic crashes in 2005. For fatal crashes, however, fires occurred in 3 percent of the vehicles involved.
- Regardless of crash severity, the majority of vehicles in single- and two-vehicle crashes were going straight prior to the crash. The next most common vehicle maneuver differed by crash severity: negotiating a curve for fatal crashes, turning left for injury crashes, and stopped in traffic lane for property-damage-only crashes.
- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (26.0 percent), and buses in fatal crashes had the lowest proportion (2.2 percent).

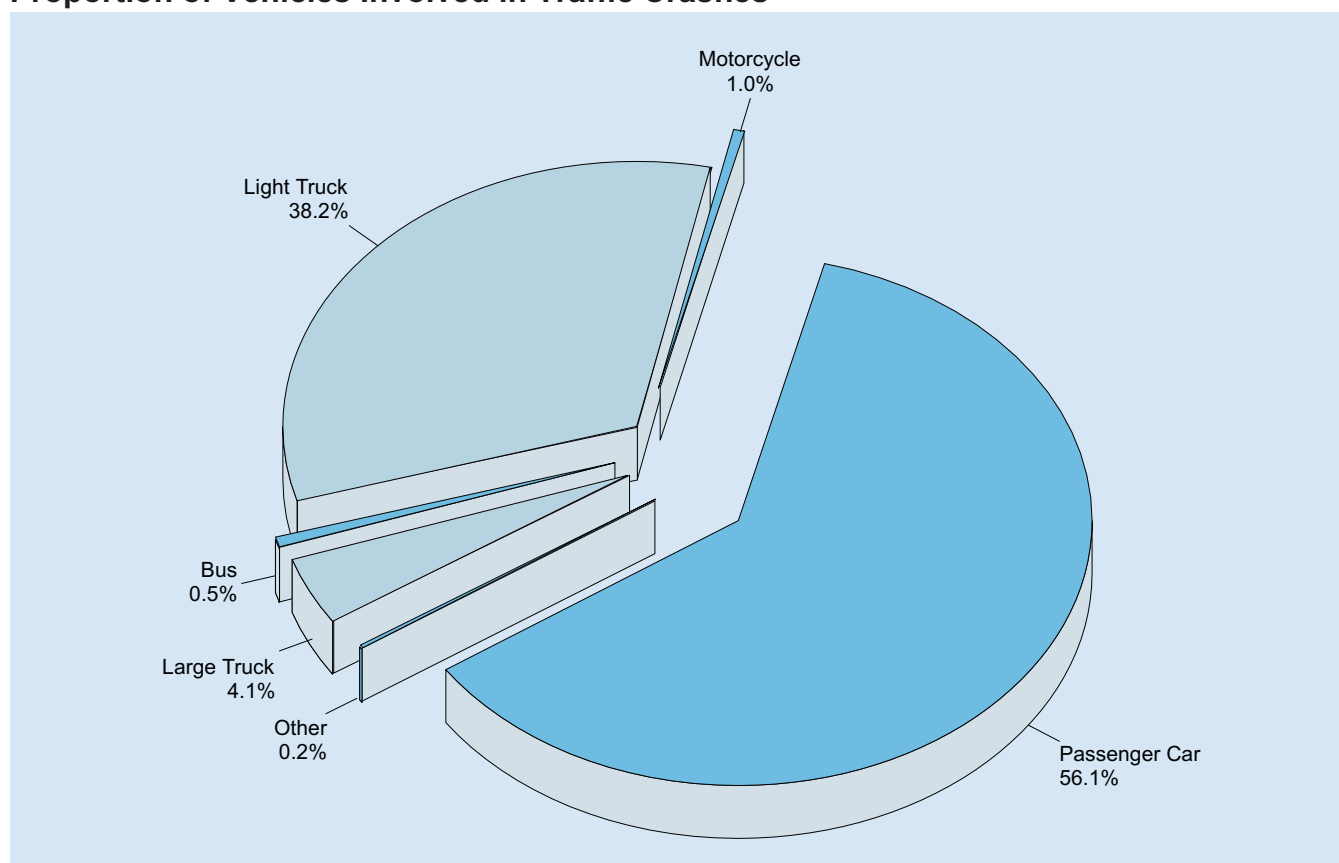
Chapter 3 ■ Vehicles

Table 35
Vehicles Involved in Crashes by Vehicle Type and Crash Severity

Vehicle Type	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	25,029	42.2	1,893,000	57.6	4,169,000	55.5	6,087,000	56.1
Light Truck	22,838	38.5	1,209,000	36.8	2,919,000	38.9	4,151,000	38.2
Large Truck	4,932	8.3	82,000	2.5	354,000	4.7	442,000	4.1
Motorcycle	4,655	7.8	80,000	2.4	18,000	0.2	103,000	1.0
Bus	278	0.5	12,000	0.4	39,000	0.5	51,000	0.5
Other	603	1.0	10,000	0.3	12,000	0.2	23,000	0.2
Total	*59,373	100.0	3,287,000	100.0	7,511,000	100.0	10,858,000	100.0

*Includes 1,038 vehicles of unknown type involved in fatal crashes.

Figure 14
Proportion of Vehicles Involved in Traffic Crashes



Chapter 3 ■ Vehicles

Table 36
Vehicles Involved in Fatal Crashes by Body Type

Body Type	Number	Percent	Body Type	Number	Percent
Passenger Cars	25,029	42.2	Large Trucks	4,932	8.3
Convertible	435	0.7	Step Van	21	*
2 Door Sedan, Hardtop, Coupe	5,055	8.5	Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	188	0.3
3 Door/2 Door Hatchback	1,111	1.9	Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	270	0.5
4 Door Sedan Hardtop	16,932	28.5	Single Unit Heavy Truck (GVWR > 26,000 lb)	950	1.6
5 Door/4 Door Hatchback	184	0.3	Single Unit Truck, Unknown GVWR	8	*
Station Wagon	906	1.5	Truck Tractor	3,433	5.8
Hatchback, Doors Unknown	11	*	Medium/Heavy Pickup (Ford Super Duty 450/550)	33	0.1
Other Auto	52	0.1	Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	4	*
Unknown Auto	318	0.5	Unknown Heavy Truck (GVWR > 26,000 lb)	2	*
Auto-Based Pickup	22	*	Unknown Large Truck Type	23	*
Auto-Based Panel Truck	3	*			
Light Trucks	22,838	38.5	Motorcycles	4,655	7.8
Compact Utility	6,177	10.4	Motorcycle	4,492	7.6
Large Utility	1,481	2.5	Moped	48	0.1
Utility Station Wagon	464	0.8	Three Wheel Motorcycle or Moped	14	*
Utility, Unknown Body Type	15	*	Off-Road Motorcycle (Two Wheel)	46	0.1
Minivan	2,574	4.3	Other Motorcycle/Minibike	38	0.1
Large Van	1,025	1.7	Unknown Motorcycle	17	*
Step Van	71	0.1			
Other Van Type	4	*	Buses	278	0.5
Unknown Van Type	33	0.1	School Bus	111	0.2
Compact Pickup	3,319	5.6	Cross Country/Intercity Bus	38	0.1
Standard Pickup	7,480	12.6	Transit Bus	82	0.1
Pickup with Camper	33	0.1	Other Bus	33	0.1
Unknown Pickup Style Truck	82	0.1	Unknown Bus	14	*
Cab Chassis-Based Light Truck	71	0.1			
Truck-Based Panel Truck	1	*	Other Vehicles	603	1.0
Unknown Light Truck Type (Not Pickup)	2	*	Large Limousine	5	*
Unknown Light Vehicle Type	5	*	Light Truck-Based Motorhome	26	*
Unknown Truck	1	*	Medium/Heavy Truck-Based Motorhome	42	0.1
			Unknown Truck Camper/Motorhome	18	*
			All Terrain Vehicle	345	0.6
			Snowmobile	19	*
			Farm Equipment Except Trucks	90	0.2
			Construction Equipment Except Trucks	11	*
			Other Vehicle	47	0.1
			Unknown Body Type	1,038	1.7
			Total	59,373	100.0

*Less than 0.05 percent.

Chapter 3 ■ Vehicles

Table 37

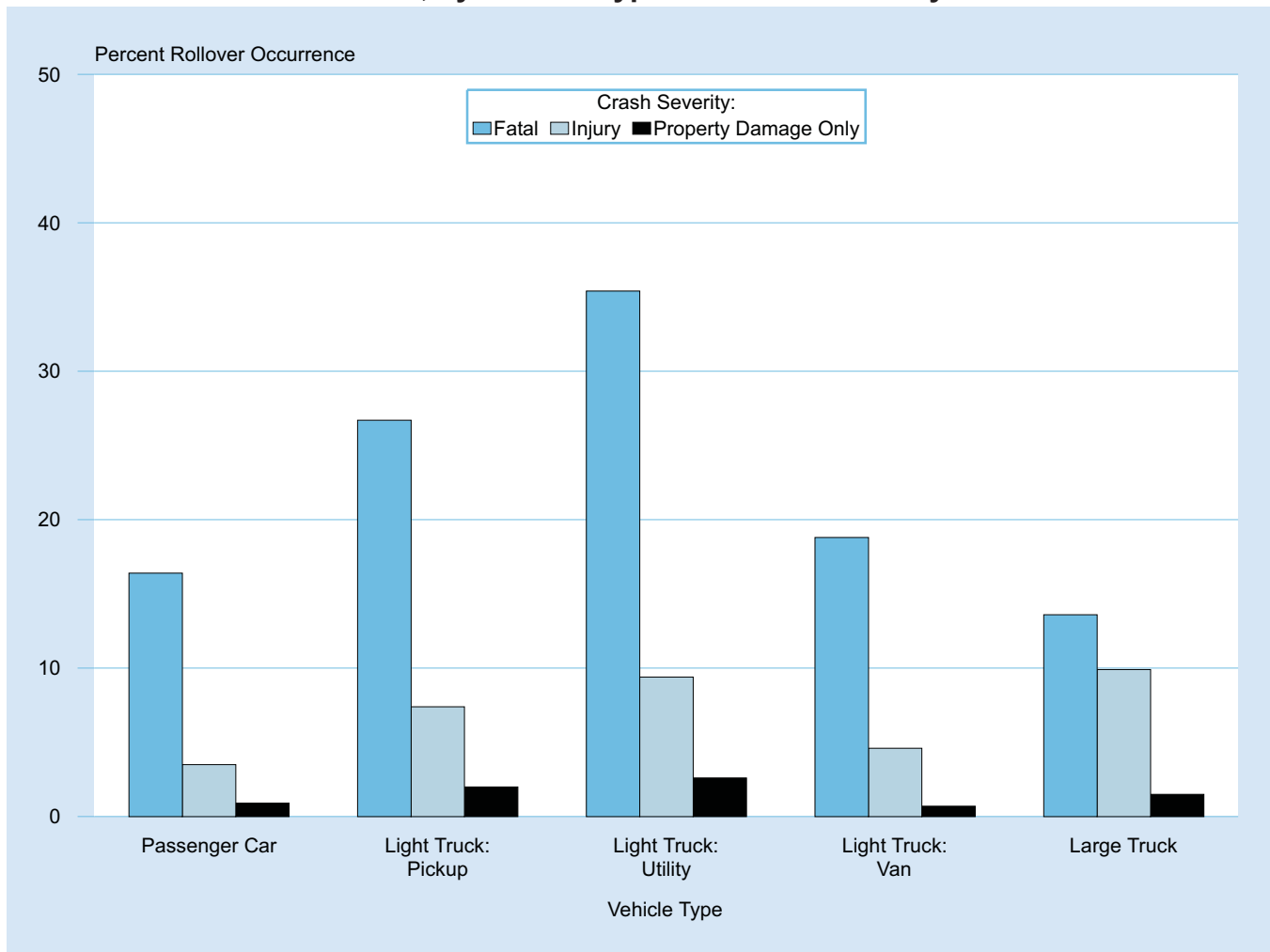
Vehicles Involved in Crashes by Vehicle Type, Rollover Occurrence, and Crash Severity

Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Car	4,101	16.4	20,928	83.6	25,029	100.0
Light Truck						
Pickup	2,913	26.7	8,001	73.3	10,914	100.0
Utility	2,879	35.4	5,258	64.6	8,137	100.0
Van	698	18.8	3,009	81.2	3,707	100.0
Other	17	21.3	63	78.8	80	100.0
Large Truck	671	13.6	4,261	86.4	4,932	100.0
Bus	7	2.5	271	97.5	278	100.0
Other/Unknown	233	14.2	1,408	85.8	1,641	100.0
Total*	11,519	21.1	43,199	78.9	54,718	100.0
Injury Crashes						
Passenger Car	67,000	3.5	1,826,000	96.5	1,893,000	100.0
Light Truck						
Pickup	34,000	7.4	430,000	92.6	464,000	100.0
Utility	45,000	9.4	436,000	90.6	481,000	100.0
Van	11,000	4.6	224,000	95.4	234,000	100.0
Other	1,000	4.2	28,000	95.8	30,000	100.0
Large Truck	8,000	9.9	74,000	90.1	82,000	100.0
Bus	**	0.9	12,000	99.1	12,000	100.0
Other/Unknown	2,000	23.0	8,000	77.0	10,000	100.0
Total*	169,000	5.3	3,038,000	94.7	3,207,000	100.0
Property-Damage-Only Crashes						
Passenger Car	37,000	0.9	4,131,000	99.1	4,169,000	100.0
Light Truck						
Pickup	24,000	2.0	1,154,000	98.0	1,178,000	100.0
Utility	28,000	2.6	1,066,000	97.4	1,094,000	100.0
Van	4,000	0.7	553,000	99.3	557,000	100.0
Other	1,000	1.0	89,000	99.0	90,000	100.0
Large Truck	5,000	1.5	349,000	98.5	354,000	100.0
Bus	**	0.8	39,000	99.2	39,000	100.0
Other/Unknown	**	**	12,000	100.0	12,000	100.0
Total*	99,000	1.3	7,394,000	98.7	7,493,000	100.0
All Crashes						
Passenger Car	109,000	1.8	5,979,000	98.2	6,087,000	100.0
Light Truck						
Pickup	61,000	3.7	1,592,000	96.3	1,653,000	100.0
Utility	76,000	4.8	1,507,000	95.2	1,583,000	100.0
Van	15,000	1.9	780,000	98.1	795,000	100.0
Other	2,000	1.8	118,000	98.2	120,000	100.0
Large Truck	14,000	3.2	427,000	96.8	442,000	100.0
Bus	**	0.8	51,000	99.2	51,000	100.0
Other/Unknown	3,000	10.7	21,000	89.3	24,000	100.0
Total*	280,000	2.6	10,475,000	97.4	10,755,000	100.0

*Excludes motorcycles.

**Less than 500 or less than 0.05 percent.

Figure 15
Percent Rollover Occurrence, by Vehicle Type and Crash Severity



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Table 38
Vehicles Involved in Crashes by Vehicle Type, Fire Occurrence, and Crash Severity

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Car	732	2.9	24,297	97.1	25,029	100.0
Light Truck	611	2.7	22,227	97.3	22,838	100.0
Large Truck	326	6.6	4,606	93.4	4,932	100.0
Motorcycle	81	1.7	4,574	98.3	4,655	100.0
Bus	5	1.8	273	98.2	278	100.0
Other/Unknown	14	0.9	1,627	99.1	1,641	100.0
Total	1,769	3.0	57,604	97.0	59,373	100.0
Injury Crashes						
Passenger Car	4,000	0.2	1,890,000	99.8	1,893,000	100.0
Light Truck	2,000	0.1	1,207,000	99.9	1,209,000	100.0
Large Truck	*	0.3	82,000	99.7	82,000	100.0
Motorcycle	*	0.1	80,000	99.9	80,000	100.0
Bus	*	*	12,000	100.0	12,000	100.0
Other/Unknown	*	*	10,000	100.0	10,000	100.0
Total	6,000	0.2	3,282,000	99.8	3,287,000	100.0
Property-Damage-Only Crashes						
Passenger Car	3,000	0.1	4,166,000	99.9	4,169,000	100.0
Light Truck	3,000	0.1	2,916,000	99.9	2,919,000	100.0
Large Truck	1,000	0.3	353,000	99.7	354,000	100.0
Motorcycle	*	*	18,000	100.0	18,000	100.0
Bus	*	*	39,000	100.0	39,000	100.0
Other/Unknown	*	2.3	12,000	97.7	12,000	100.0
Total	7,000	0.1	7,505,000	99.9	7,511,000	100.0
All Crashes						
Passenger Car	7,000	0.1	6,080,000	99.9	6,087,000	100.0
Light Truck	5,000	0.1	4,146,000	99.9	4,151,000	100.0
Large Truck	1,000	0.3	440,000	99.7	442,000	100.0
Motorcycle	*	0.2	103,000	99.8	103,000	100.0
Bus	*	*	51,000	100.0	51,000	100.0
Other/Unknown	*	1.2	23,000	98.8	24,000	100.0
Total	15,000	0.1	10,844,000	99.9	10,858,000	100.0

*Less than 500 or less than 0.05 percent.

Table 39
Vehicles Involved in Single- and Two-Vehicle Crashes by Vehicle Maneuver and Crash Severity

Vehicle Maneuver	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Going Straight	34,802	69.0	1,541,000	57.0	3,381,000	49.0	4,957,000	51.4
Turning Left	2,959	5.9	345,000	12.7	702,000	10.2	1,050,000	10.9
Stopped in Traffic Lane	644	1.3	237,000	8.8	778,000	11.3	1,016,000	10.5
Turning Right	388	0.8	73,000	2.7	283,000	4.1	356,000	3.7
Slowed in Traffic Lane	386	0.8	117,000	4.3	411,000	6.0	528,000	5.5
Merging/Changing Lanes	1,008	2.0	61,000	2.3	298,000	4.3	360,000	3.7
Negotiating Curve	7,049	14.0	158,000	5.8	283,000	4.1	448,000	4.6
Backing Up	153	0.3	14,000	0.5	184,000	2.7	198,000	2.1
Passing Other Vehicle	1,062	2.1	22,000	0.8	96,000	1.4	119,000	1.2
Starting in Traffic Lane	422	0.8	62,000	2.3	149,000	2.2	212,000	2.2
Leaving Parking Space	41	0.1	10,000	0.4	55,000	0.8	65,000	0.7
Making U-Turn	237	0.5	14,000	0.5	38,000	0.6	53,000	0.5
Entering Parking Space	20	*	2,000	0.1	25,000	0.4	27,000	0.3
Disabled in Traffic Lane	21	*	3,000	0.1	6,000	0.1	8,000	0.1
Other Maneuver	790	1.6	45,000	1.7	206,000	3.0	252,000	2.6
Total	**50,443	100.0	2,704,000	100.0	6,896,000	100.0	9,650,000	100.0

*Less than 0.05 percent.

**Includes 461 vehicles involved in fatal crashes with unknown vehicle maneuver.

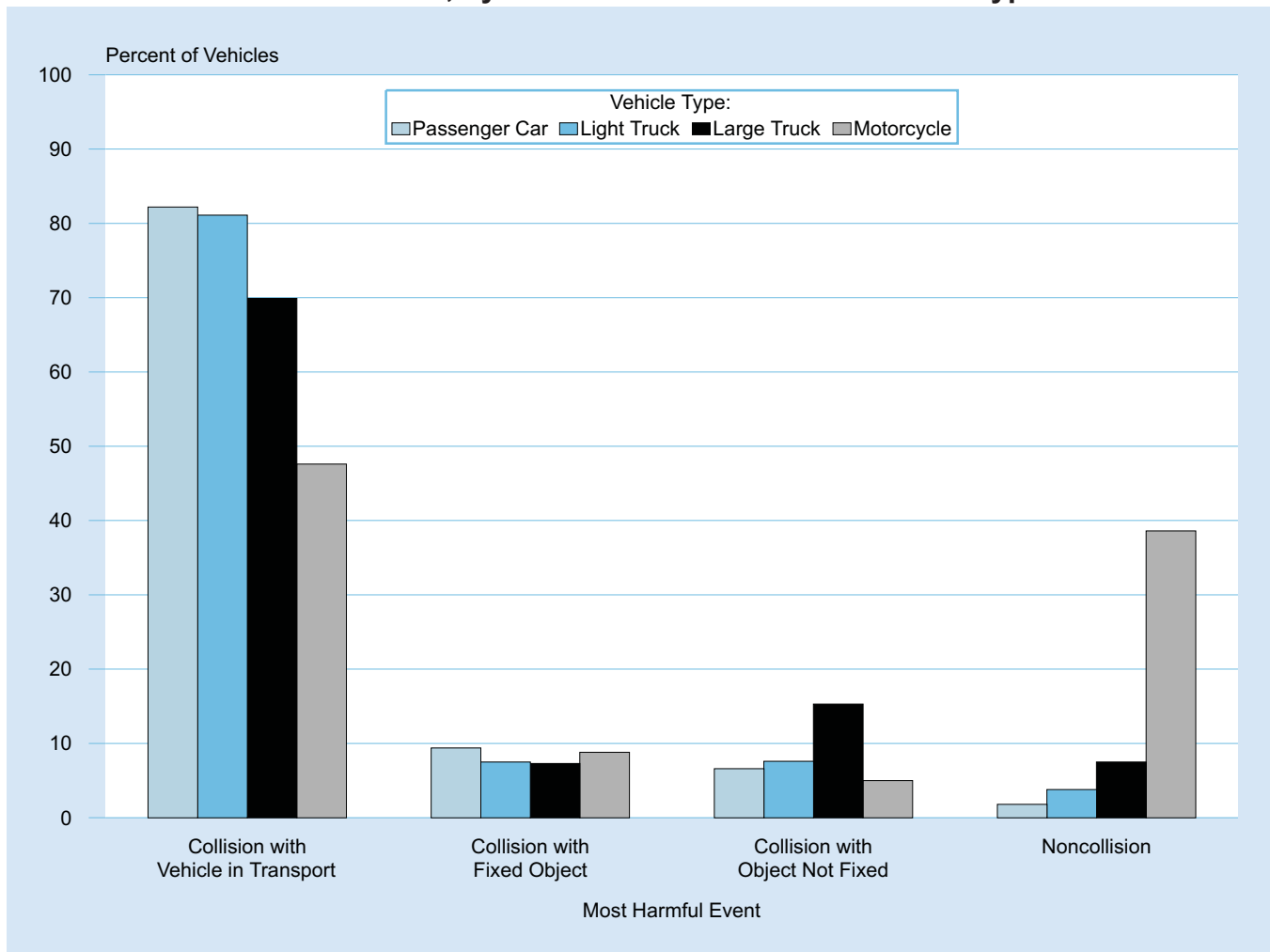
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Table 40

Vehicles Involved in Fatal Crashes by Roadway Function Class, Crash Type, and Hazardous Cargo

Roadway Function Class	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Hazardous Cargo	Total	Hazardous Cargo	Total	Hazardous Cargo	Total
Rural Fatal Crashes						
Principal Arterial						
Interstate	14	1,677	20	2,393	34	4,070
Other	11	1,576	33	5,165	44	6,741
Minor Arterial	6	1,789	13	4,326	19	6,115
Major Collector	11	3,171	16	4,062	27	7,233
Minor Collector	0	1,032	1	764	1	1,796
Local Road or Street	1	2,936	4	1,927	5	4,863
Unknown Rural	0	190	0	121	0	311
Total	43	12,371	87	18,758	130	31,129
Urban Fatal Crashes						
Principal Arterial						
Interstate	4	1,343	13	2,611	17	3,954
Freeway/Expressway	2	855	11	1,664	13	2,519
Other	3	2,265	10	5,553	13	7,818
Minor Arterial	2	1,870	11	3,445	13	5,315
Collector	0	797	2	1,004	2	1,801
Local Road or Street	1	2,180	0	2,020	1	4,200
Unknown Urban	0	49	1	62	1	111
Total	12	9,359	48	16,359	60	25,718
All Fatal Crashes						
Principal Arterial						
Interstate	18	3,020	33	5,004	51	8,024
Freeway/Expressway	2	855	11	1,664	13	2,519
Other	14	3,841	43	10,718	57	14,559
Minor Arterial	8	3,659	24	7,771	32	11,430
Collector	11	5,000	19	5,830	30	10,830
Local Road or Street	2	5,116	4	3,947	6	9,063
Unknown Rural	0	190	0	121	0	311
Unknown Urban	0	49	1	62	1	111
Unknown Rural or Urban	0	923	2	1,603	2	2,526
Total	55	22,653	137	36,720	192	59,373

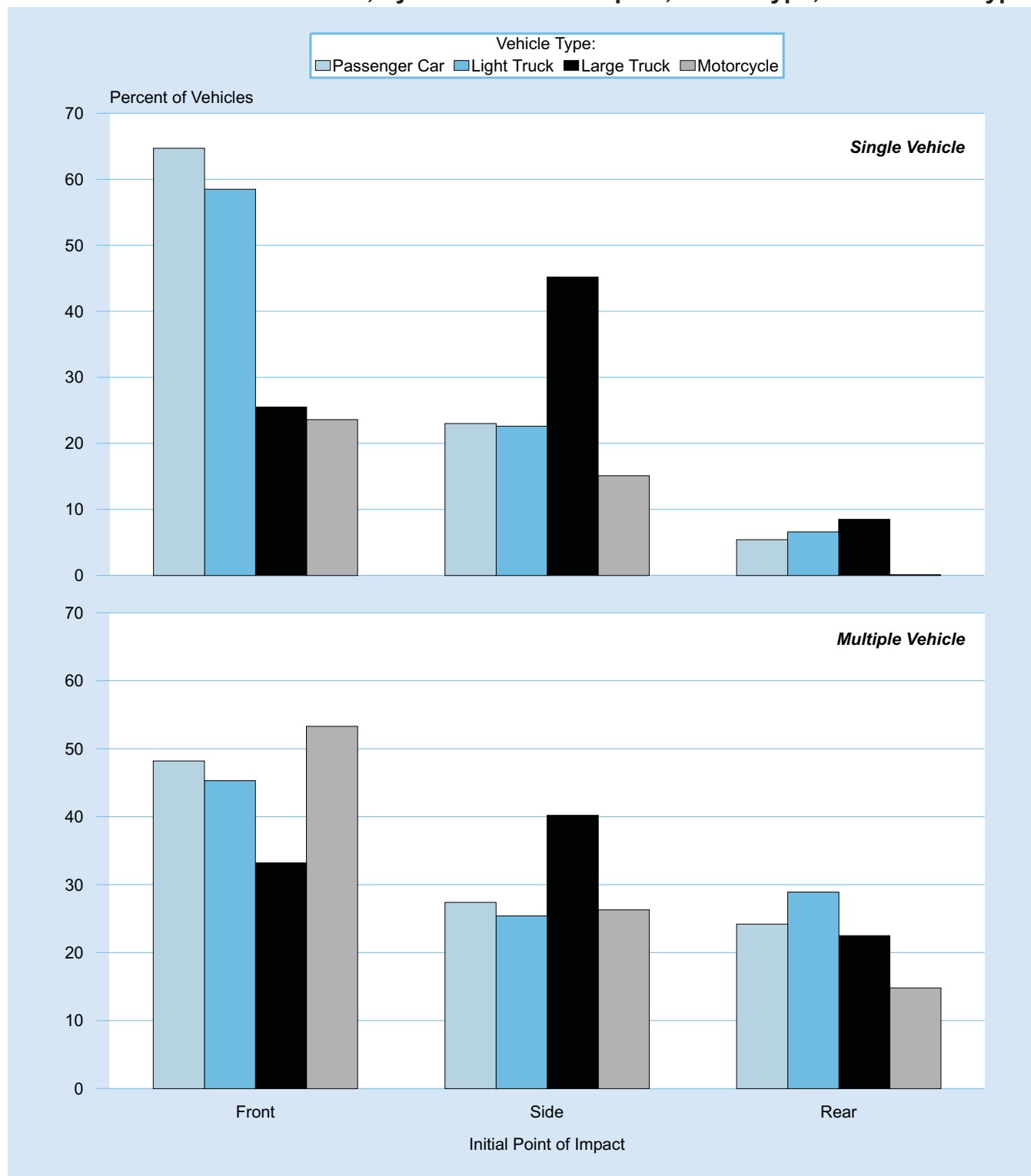
Figure 16
Percent of Vehicles in Crashes, by Most Harmful Event and Vehicle Type



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Figure 17

Percent of Vehicles in Crashes, by Initial Point of Impact, Crash Type, and Vehicle Type



Note: Excludes other or unknown point of impact and noncollisions.

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Table 41

Passenger Cars Involved in Crashes by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	8,243	32.9	786,000	41.5	1,621,000	38.9	2,415,000	39.7
Left Side	2,537	10.1	206,000	10.9	508,000	12.2	717,000	11.8
Right Side	2,095	8.4	180,000	9.5	467,000	11.2	650,000	10.7
Rear	1,201	4.8	388,000	20.5	834,000	20.0	1,224,000	20.1
Other/Unknown	105	0.4	*	*	*	*	1,000	*
Subtotal	14,181	56.7	1,561,000	82.4	3,431,000	82.3	5,006,000	82.2
Collision with Fixed Object								
	4,414	17.6	178,000	9.4	388,000	9.3	570,000	9.4
Collision with Object Not Fixed:								
Nonoccupant	2,498	10.0	63,000	3.3	4,000	0.1	69,000	1.1
Other	618	2.5	31,000	1.6	303,000	7.3	335,000	5.5
Subtotal	3,116	12.4	94,000	4.9	307,000	7.4	404,000	6.6
Noncollision	3,313	13.2	61,000	3.2	44,000	1.0	107,000	1.8
Total	**25,029	100.0	1,893,000	100.0	4,169,000	100.0	6,087,000	100.0

*Less than 500 or less than 0.05 percent.

**Includes 5 passenger cars involved in fatal crashes with unknown most harmful event.

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Table 42

Passenger Cars Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	6,201	64.9	204,000	66.8	443,000	63.8	654,000	64.7
Left Side	887	9.3	29,000	9.4	72,000	10.3	101,000	10.0
Right Side	849	8.9	37,000	12.1	93,000	13.4	131,000	12.9
Rear	268	2.8	8,000	2.5	46,000	6.7	54,000	5.4
Noncollision	677	7.1	24,000	7.7	23,000	3.2	47,000	4.6
Other/Unknown	679	7.1	4,000	1.4	18,000	2.6	23,000	2.3
Total	9,561	100.0	306,000	100.0	695,000	100.0	1,010,000	100.0
Multiple-Vehicle Crashes								
Front	8,900	57.5	797,000	50.2	1,643,000	47.3	2,449,000	48.2
Left Side	2,683	17.3	212,000	13.3	514,000	14.8	728,000	14.3
Right Side	2,226	14.4	187,000	11.8	471,000	13.6	660,000	13.0
Rear	1,352	8.7	391,000	24.6	838,000	24.1	1,230,000	24.2
Noncollision	20	0.1	1,000	*	5,000	0.1	5,000	0.1
Other/Unknown	287	1.9	1,000	0.1	3,000	0.1	5,000	0.1
Total	15,468	100.0	1,588,000	100.0	3,474,000	100.0	5,077,000	100.0
All Crashes								
Front	15,101	60.3	1,001,000	52.8	2,086,000	50.0	3,102,000	51.0
Left Side	3,570	14.3	241,000	12.7	586,000	14.0	830,000	13.6
Right Side	3,075	12.3	224,000	11.8	564,000	13.5	791,000	13.0
Rear	1,620	6.5	399,000	21.1	884,000	21.2	1,284,000	21.1
Noncollision	697	2.8	24,000	1.3	27,000	0.7	52,000	0.9
Other/Unknown	966	3.9	5,000	0.3	22,000	0.5	28,000	0.5
Total	25,029	100.0	1,893,000	100.0	4,169,000	100.0	6,087,000	100.0

*Less than 0.05 percent.

Table 43
Light Trucks Involved in Crashes by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	8,813	38.6	504,000	41.7	1,022,000	35.0	1,535,000	37.0
Left Side	1,153	5.0	112,000	9.2	313,000	10.7	425,000	10.2
Right Side	941	4.1	99,000	8.2	320,000	11.0	420,000	10.1
Rear	1,088	4.8	259,000	21.4	728,000	24.9	988,000	23.8
Other/Unknown	101	0.4	*	*	*	*	1,000	*
Subtotal	12,096	53.0	973,000	80.5	2,383,000	81.6	3,368,000	81.1
Collision with Fixed Object								
	2,681	11.7	95,000	7.8	214,000	7.3	312,000	7.5
Collision with Object Not Fixed:								
Nonoccupant	2,325	10.2	42,000	3.5	1,000	0.1	46,000	1.1
Other	466	2.0	18,000	1.5	251,000	8.6	269,000	6.5
Subtotal	2,791	12.2	60,000	5.0	252,000	8.6	315,000	7.6
Noncollision	5,263	23.0	81,000	6.7	70,000	2.4	156,000	3.8
Total	**22,838	100.0	1,209,000	100.0	2,919,000	100.0	4,151,000	100.0

*Less than 500 or less than 0.05 percent.

**Includes 7 light trucks involved in fatal crashes with unknown most harmful event.

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Table 44
Light Trucks Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	5,471	59.3	119,000	58.9	293,000	58.2	418,000	58.5
Left Side	582	6.3	19,000	9.1	48,000	9.5	67,000	9.4
Right Side	569	6.2	23,000	11.5	70,000	14.0	94,000	13.2
Rear	187	2.0	3,000	1.3	44,000	8.7	47,000	6.6
Noncollision	1,732	18.8	36,000	18.0	40,000	7.9	78,000	10.9
Other/Unknown	684	7.4	2,000	1.1	8,000	1.6	11,000	1.6
Total	9,225	100.0	203,000	100.0	504,000	100.0	716,000	100.0
Multiple-Vehicle Crashes								
Front	9,578	70.4	512,000	50.9	1,033,000	42.8	1,555,000	45.3
Left Side	1,325	9.7	119,000	11.9	316,000	13.1	437,000	12.7
Right Side	1,100	8.1	109,000	10.9	325,000	13.5	436,000	12.7
Rear	1,316	9.7	261,000	26.0	729,000	30.2	992,000	28.9
Noncollision	21	0.2	3,000	0.3	11,000	0.5	14,000	0.4
Other/Unknown	273	2.0	1,000	0.1	*	*	1,000	*
Total	13,613	100.0	1,006,000	100.0	2,416,000	100.0	3,436,000	100.0
All Crashes								
Front	15,049	65.9	632,000	52.3	1,327,000	45.4	1,973,000	47.5
Left Side	1,907	8.4	138,000	11.4	364,000	12.5	504,000	12.1
Right Side	1,669	7.3	133,000	11.0	396,000	13.6	530,000	12.8
Rear	1,503	6.6	264,000	21.8	773,000	26.5	1,039,000	25.0
Noncollision	1,753	7.7	39,000	3.2	51,000	1.7	92,000	2.2
Other/Unknown	957	4.2	3,000	0.2	8,000	0.3	12,000	0.3
Total	22,838	100.0	1,209,000	100.0	2,919,000	100.0	4,151,000	100.0

*Less than 500 or less than 0.05 percent.

Table 45
Large Trucks Involved in Crashes by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	2,309	46.8	29,000	35.3	74,000	20.8	105,000	23.8
Left Side	417	8.5	12,000	14.7	50,000	14.0	62,000	14.1
Right Side	212	4.3	12,000	14.5	55,000	15.6	67,000	15.2
Rear	740	15.0	14,000	17.6	58,000	16.5	74,000	16.7
Other/Unknown	33	0.7	*	0.3	*	0.1	1,000	0.1
Subtotal	3,711	75.2	68,000	82.3	237,000	66.9	309,000	69.9
Collision with Fixed Object								
	175	3.5	2,000	2.9	30,000	8.4	32,000	7.3
Collision with Object Not Fixed:								
Nonoccupant	405	8.2	1,000	1.2	*	*	1,000	0.3
Other	119	2.4	1,000	1.4	65,000	18.3	66,000	15.0
Subtotal	524	10.6	2,000	2.5	65,000	18.3	67,000	15.3
Noncollision	522	10.6	10,000	12.3	22,000	6.3	33,000	7.5
Total	4,932	100.0	82,000	100.0	354,000	100.0	442,000	100.0

*Less than 500 or less than 0.05 percent.

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Table 46
Large Trucks Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	497	58.3	3,000	31.8	25,000	24.6	29,000	25.5
Left Side	30	3.5	1,000	5.8	17,000	16.4	17,000	15.3
Right Side	90	10.6	1,000	10.5	33,000	32.0	34,000	29.9
Rear	43	5.0	*	1.4	9,000	9.3	10,000	8.5
Noncollision	103	12.1	5,000	48.5	11,000	10.6	16,000	14.2
Other/Unknown	89	10.4	*	2.0	7,000	7.1	8,000	6.7
Total	852	100.0	10,000	100.0	102,000	100.0	113,000	100.0
Multiple-Vehicle Crashes								
Front	2,531	62.0	30,000	41.7	76,000	30.3	109,000	33.2
Left Side	463	11.3	13,000	17.6	51,000	20.1	64,000	19.4
Right Side	236	5.8	12,000	17.1	56,000	22.0	68,000	20.8
Rear	772	18.9	15,000	20.3	58,000	23.2	74,000	22.5
Noncollision	1	*	2,000	2.9	10,000	4.1	13,000	3.8
Other/Unknown	77	1.9	*	0.4	1,000	0.2	1,000	0.3
Total	4,080	100.0	72,000	100.0	252,000	100.0	328,000	100.0
All Crashes								
Front	3,028	61.4	33,000	40.5	101,000	28.7	138,000	31.2
Left Side	493	10.0	13,000	16.1	67,000	19.0	81,000	18.4
Right Side	326	6.6	13,000	16.3	88,000	24.9	102,000	23.1
Rear	815	16.5	15,000	17.9	68,000	19.2	83,000	18.9
Noncollision	104	2.1	7,000	8.7	21,000	6.0	29,000	6.5
Other/Unknown	166	3.4	*	0.6	8,000	2.2	9,000	1.9
Total	4,932	100.0	82,000	100.0	354,000	100.0	442,000	100.0

*Less than 500.

Chapter 3 ■ Vehicles

Table 47

Large Trucks Involved in Crashes by Truck Type, Rollover Occurrence, and Crash Severity

Truck Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Single-Unit Truck	210	16.4	1,067	83.6	1,277	100.0
Combination Truck	461	12.6	3,194	87.4	3,655	100.0
Total	671	13.6	4,261	86.4	4,932	100.0
Injury Crashes						
Single-Unit Truck	3,000	9.3	33,000	90.7	37,000	100.0
Combination Truck	5,000	10.4	41,000	89.6	46,000	100.0
Total	8,000	9.9	74,000	90.1	82,000	100.0
Property-Damage-Only Crashes						
Single-Unit Truck	1,000	0.8	176,000	99.2	177,000	100.0
Combination Truck	4,000	2.2	173,000	97.8	177,000	100.0
Total	5,000	1.5	349,000	98.5	354,000	100.0
All Crashes						
Single-Unit Truck	5,000	2.3	210,000	97.7	215,000	100.0
Combination Truck	9,000	4.0	217,000	96.0	227,000	100.0
Total	14,000	3.2	427,000	96.8	442,000	100.0

Chapter 3 ■ Vehicles

Table 48

Truck Tractors with Trailers Involved in Crashes by Number of Trailers, Jackknife Occurrence, and Crash Severity

Number of Trailers	Jackknife Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
One	210	6.7	2,944	93.3	3,154	100.0
Two or More	26	15.2	145	84.8	171	100.0
Unknown Number	0	0.0	2	100.0	2	100.0
Total	236	7.1	3,091	92.9	3,327	100.0
Injury Crashes						
One	1,000	3.5	36,000	96.5	37,000	100.0
Two or More	*	3.9	2,000	96.1	2,000	100.0
Unknown Number	*	*	*	100.0	*	100.0
Total	1,000	3.5	37,000	96.5	39,000	100.0
Property-Damage-Only Crashes						
One	3,000	2.2	137,000	97.8	140,000	100.0
Two or More	*	2.0	4,000	98.0	5,000	100.0
Unknown Number	*	*	1,000	100.0	1,000	100.0
Total	3,000	2.1	143,000	97.9	146,000	100.0
All Crashes						
One	5,000	2.5	176,000	97.5	181,000	100.0
Two or More	*	2.8	6,000	97.2	6,000	100.0
Unknown Number	*	*	1,000	100.0	1,000	100.0
Total	5,000	2.5	183,000	97.5	188,000	100.0

*Less than 500 or less than 0.05 percent.

Table 49

Motorcycles Involved in Crashes by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	1,818	39.1	19,000	23.9	7,000	36.2	28,000	26.8
Left Side	180	3.9	6,000	7.1	1,000	6.5	7,000	6.9
Right Side	129	2.8	4,000	5.5	2,000	11.6	7,000	6.5
Rear	159	3.4	4,000	4.9	3,000	19.1	8,000	7.3
Other/Unknown	61	1.3	*	0.2	*	*	*	0.2
Subtotal	2,347	50.4	34,000	41.7	13,000	73.3	49,000	47.6
Collision with Fixed Object								
	1,210	26.0	7,000	8.2	1,000	6.7	9,000	8.8
Collision with Object Not Fixed:								
Nonoccupant	34	0.7	*	0.5	*	*	*	0.4
Other	202	4.3	4,000	4.9	1,000	3.3	5,000	4.6
Subtotal	236	5.1	4,000	5.4	1,000	3.3	5,000	5.0
Noncollision	858	18.4	36,000	44.7	3,000	16.7	40,000	38.6
Total	**4,655	100.0	80,000	100.0	18,000	100.0	103,000	100.0

*Less than 500 or less than 0.05 percent.

**Includes 4 motorcycles involved in fatal crashes with unknown most harmful event.

Chapter 3 ■ Vehicles

Table 50

Motorcycles Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	1,118	55.5	9,000	22.0	1,000	24.0	11,000	23.6
Left Side	121	6.0	3,000	6.8	*	8.1	3,000	6.8
Right Side	127	6.3	3,000	7.7	1,000	15.8	4,000	8.3
Rear	14	0.7	*	0.1	*	*	*	0.1
Noncollision	406	20.1	26,000	63.2	2,000	52.1	28,000	60.4
Other/Unknown	229	11.4	*	0.2	*	*	*	0.7
Total	2,015	100.0	40,000	100.0	4,000	100.0	46,000	100.0
Multiple-Vehicle Crashes								
Front	1,963	74.4	21,000	53.8	7,000	47.9	30,000	53.3
Left Side	199	7.5	6,000	15.5	1,000	8.3	8,000	13.3
Right Side	145	5.5	5,000	13.0	2,000	14.6	7,000	13.1
Rear	172	6.5	4,000	11.3	4,000	26.2	8,000	14.8
Noncollision	29	1.1	2,000	6.2	*	3.1	3,000	5.2
Other/Unknown	132	5.0	*	0.2	*	*	*	0.4
Total	2,640	100.0	40,000	100.0	14,000	100.0	57,000	100.0
All Crashes								
Front	3,081	66.2	30,000	37.8	8,000	42.9	41,000	40.0
Left Side	320	6.9	9,000	11.1	1,000	8.2	11,000	10.4
Right Side	272	5.8	8,000	10.3	3,000	14.9	11,000	10.9
Rear	186	4.0	5,000	5.6	4,000	20.7	8,000	8.2
Noncollision	435	9.3	28,000	34.9	2,000	13.3	31,000	30.0
Other/Unknown	361	7.8	*	0.2	*	*	1,000	0.5
Total	4,655	100.0	80,000	100.0	18,000	100.0	103,000	100.0

*Less than 500 or less than 0.05 percent.

Table 51
 Buses Involved in Crashes by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	115	41.4	4,000	30.7	8,000	21.0	12,000	23.4
Left Side	14	5.0	2,000	17.4	8,000	21.2	10,000	20.2
Right Side	7	2.5	1,000	9.0	7,000	18.6	8,000	16.2
Rear	29	10.4	4,000	30.9	8,000	21.8	12,000	23.9
Other/Unknown	3	1.1	*	*	*	*	*	*
Subtotal	168	60.4	11,000	88.0	32,000	82.6	43,000	83.8
Collision with Fixed Object								
	6	2.2	*	0.2	1,000	3.8	2,000	2.9
Collision with Object Not Fixed:								
Nonoccupant	91	32.7	1,000	7.3	*	*	1,000	1.9
Other	5	1.8	*	3.4	5,000	12.7	5,000	10.4
Subtotal	96	34.5	1,000	10.8	5,000	12.7	6,000	12.4
Noncollision	8	2.9	*	1.1	*	0.9	*	0.9
Total	278	100.0	12,000	100.0	39,000	100.0	51,000	100.0

*Less than 500 or less than 0.05 percent.

Chapter 3 ■ Vehicles

Table 52

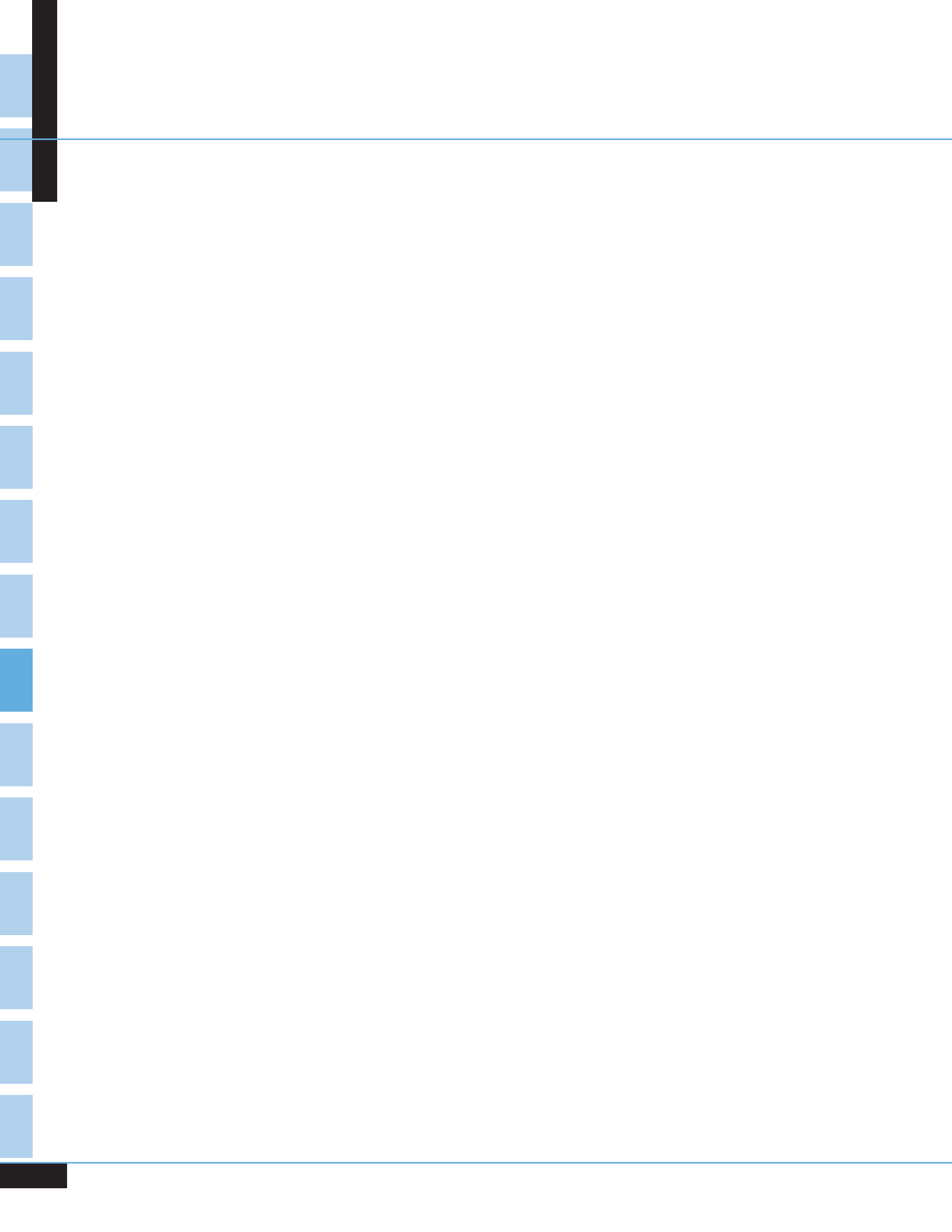
Buses Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	61	61.0	*	34.1	1,000	18.5	2,000	20.9
Left Side	6	6.0	*	21.8	1,000	8.8	1,000	10.3
Right Side	9	9.0	*	16.6	2,000	31.8	2,000	29.8
Rear	4	4.0	*	12.4	3,000	40.6	3,000	36.8
Noncollision	3	3.0	*	14.9	*	0.3	*	2.0
Other/Unknown	17	17.0	*	*	*	*	*	0.2
Total	100	100.0	1,000	100.0	6,000	100.0	7,000	100.0
Multiple-Vehicle Crashes								
Front	122	68.5	4,000	35.9	8,000	25.1	12,000	28.1
Left Side	14	7.9	2,000	21.2	8,000	25.4	11,000	24.2
Right Side	7	3.9	1,000	9.6	8,000	23.3	9,000	19.7
Rear	30	16.9	4,000	33.3	8,000	26.2	12,000	28.0
Noncollision	0	0.0	*	*	*	*	*	*
Other/Unknown	5	2.8	*	*	*	*	*	*
Total	178	100.0	11,000	100.0	32,000	100.0	44,000	100.0
All Crashes								
Front	183	65.8	4,000	35.7	9,000	24.0	14,000	27.1
Left Side	20	7.2	3,000	21.3	9,000	22.6	11,000	22.2
Right Side	16	5.8	1,000	10.1	10,000	24.7	11,000	21.2
Rear	34	12.2	4,000	31.8	11,000	28.6	15,000	29.3
Noncollision	3	1.1	*	1.1	*	*	*	0.3
Other/Unknown	22	7.9	*	*	*	*	*	*
Total	278	100.0	12,000	100.0	39,000	100.0	51,000	100.0

*Less than 500 or less than 0.05 percent.

Chapter 4

PEOPLE



This chapter presents statistics about the Drivers, Passengers, Pedestrians, and Pedalcyclists involved in police-reported motor vehicle crashes in 2005. The tables and figures are presented in nine groups: all killed or injured persons, crash-involved drivers, occupants (drivers and passengers), alcohol, restraints, motorcycle related, school bus related, pedestrians, and pedalcyclists. Below are some of the statistics you will find in this section:

- A total of 43,443 people lost their lives in motor vehicle crashes in 2005. Another 2.7 million people were injured.
- The majority of persons killed or injured in traffic crashes were drivers (64 percent), followed by passengers (28 percent), motorcycle riders (3 percent), pedestrians (3 percent), and pedalcyclists (2 percent).
- Per 100,000 population, persons 21 to 24 years old had the highest fatality rate, and persons 16 to 20 years old had the highest injury rate. Children under 5 years old had the lowest fatality rate and the lowest injury rate per 100,000 population.
- For every age group, the fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was higher for females than for males in every age group, except for people under 5 years old and people over 65 years old.
- Of the persons who were killed in traffic crashes in 2005, 39 percent died in alcohol-related crashes. Nine percent of the injured persons received their injuries in alcohol-related crashes.

Chapter 4 ■ People

Table 53

Persons Killed or Injured, by Person Type and Injury Severity

Person Type	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Vehicle Occupants						
Driver	23,240	178,000	458,000	1,107,000	1,743,000	1,766,000
Passenger	9,718	82,000	198,000	471,000	750,000	760,000
Unknown Occupant	83	*	*	*	*	*
Subtotal	33,041	260,000	656,000	1,578,000	2,494,000	2,527,000
Motorcycle Riders	4,553	25,000	43,000	19,000	87,000	92,000
Nonoccupants						
Pedestrian	4,881	16,000	23,000	25,000	64,000	69,000
Pedalcyclist	784	7,000	22,000	16,000	45,000	46,000
Other/Unknown	184	1,000	2,000	5,000	8,000	8,000
Subtotal	5,849	24,000	47,000	46,000	118,000	124,000
Total	43,443	310,000	745,000	1,644,000	2,699,000	2,742,000

*Less than 500.

Table 54

Persons Killed or Injured, by Age and Injury Severity

Age (Years)	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
<5	590	6,000	15,000	35,000	56,000	57,000
5-9	585	8,000	20,000	47,000	74,000	75,000
10-15	1,173	17,000	42,000	82,000	141,000	142,000
16-20	5,699	53,000	137,000	242,000	432,000	437,000
21-24	4,622	36,000	91,000	171,000	297,000	302,000
25-34	7,084	55,000	132,000	307,000	494,000	501,000
35-44	6,570	47,000	105,000	275,000	426,000	433,000
45-54	6,167	40,000	94,000	234,000	367,000	374,000
55-64	4,184	26,000	55,000	139,000	219,000	224,000
65-74	2,816	13,000	29,000	63,000	106,000	108,000
>74	3,696	10,000	26,000	49,000	86,000	89,000
Total	*43,443	310,000	745,000	1,644,000	2,699,000	2,742,000

*Includes 257 fatalities of unknown age.

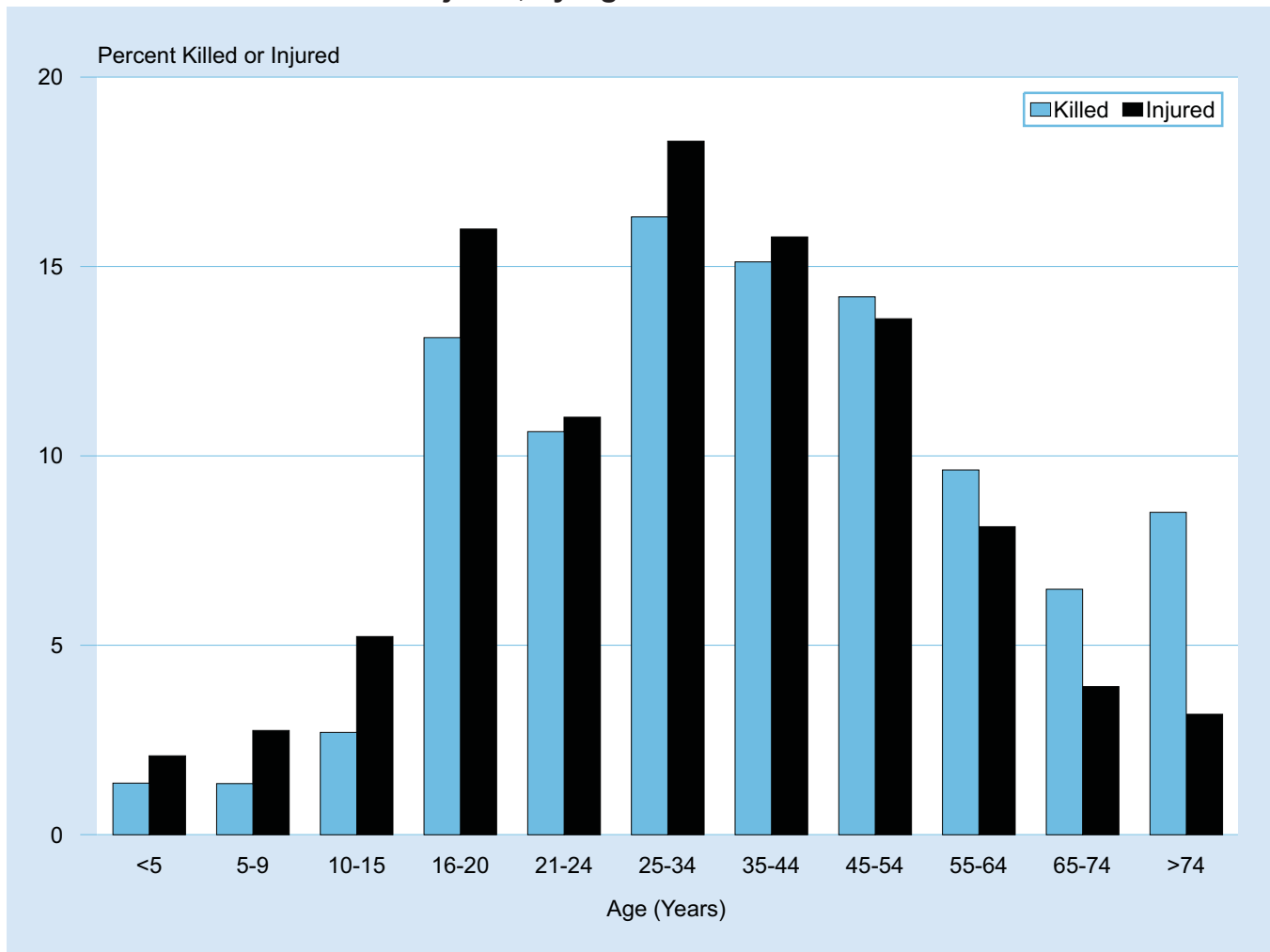
Table 55

Persons Killed or Injured, by Sex and Injury Severity

Sex	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Male	30,224	171,000	407,000	727,000	1,305,000	1,335,000
Female	13,089	139,000	338,000	916,000	1,394,000	1,407,000
Total	*43,443	310,000	745,000	1,644,000	2,699,000	2,742,000

*Includes 130 fatalities of unknown sex.

Figure 18
Percent of Persons Killed or Injured, by Age



Chapter 4 ■ People

Table 56

Persons Killed or Injured and Fatality and Injury Rates per 100,000 Population, by Age and Sex

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	322	10,381	3.10	268	9,922	2.70	590	20,304	2.91
5-9	315	9,993	3.15	269	9,545	2.82	585	19,539	2.99
10-15	697	12,931	5.39	475	12,313	3.86	1,173	25,244	4.65
16-20	3,924	10,696	36.69	1,775	10,137	17.51	5,699	20,834	27.35
21-24	3,566	8,702	40.98	1,056	8,155	12.95	4,622	16,857	27.42
25-34	5,366	20,421	26.28	1,718	19,722	8.71	7,084	40,143	17.65
35-44	4,747	21,940	21.64	1,823	21,922	8.32	6,570	43,862	14.98
45-54	4,462	20,895	21.35	1,705	21,587	7.90	6,167	42,482	14.52
55-64	2,854	14,627	19.51	1,330	15,729	8.46	4,184	30,356	13.78
65-74	1,771	8,529	20.76	1,045	10,110	10.34	2,816	18,640	15.11
>74	2,101	6,883	30.52	1,594	11,267	14.15	3,696	18,150	20.36
Unknown	99	*	*	31	*	*	257	*	*
Total	30,224	146,000	20.70	13,089	150,411	8.70	**43,443	296,410	14.66

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	29,000	10,381	279	27,000	9,922	274	56,000	20,304	276
5-9	37,000	9,993	366	38,000	9,545	395	74,000	19,539	380
10-15	69,000	12,931	537	72,000	12,313	582	141,000	25,244	559
16-20	206,000	10,696	1,924	226,000	10,137	2,228	432,000	20,834	2,072
21-24	148,000	8,702	1,696	150,000	8,155	1,837	297,000	16,857	1,764
25-34	244,000	20,421	1,196	250,000	19,722	1,267	494,000	40,143	1,231
35-44	208,000	21,940	947	218,000	21,922	995	426,000	43,862	971
45-54	178,000	20,895	853	189,000	21,587	877	367,000	42,482	865
55-64	103,000	14,627	702	117,000	15,729	742	219,000	30,356	723
65-74	49,000	8,529	570	57,000	10,110	564	106,000	18,640	567
>74	35,000	6,883	515	50,000	11,267	446	86,000	18,150	472
Total	1,305,000	146,000	894	1,394,000	150,411	927	2,699,000	296,410	911

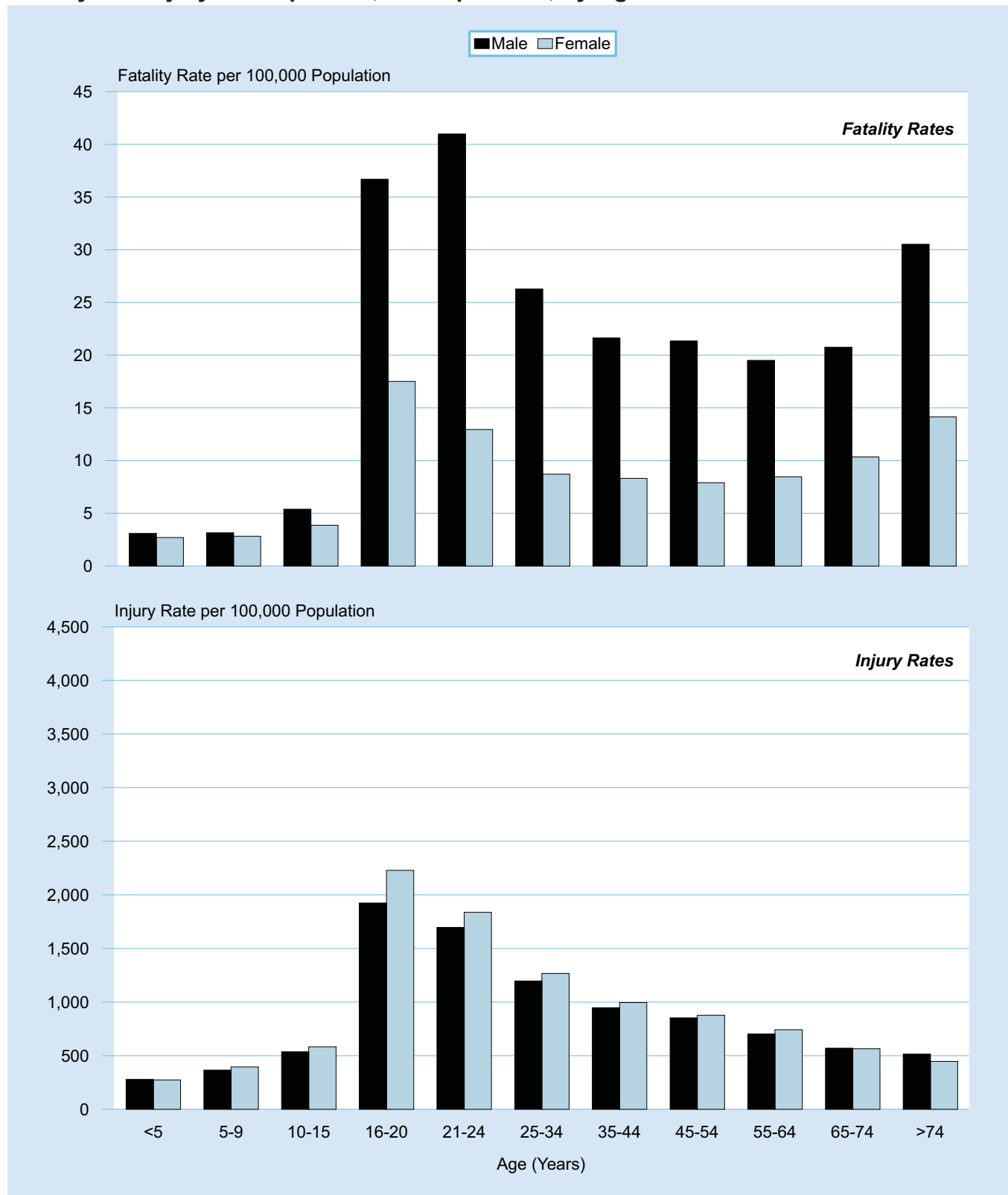
*Not applicable.

**Includes 130 fatalities of unknown sex.

Source: Population—Bureau of the Census.

Note: Totals may not equal sum of components due to independent rounding.

Figure 19
Fatality and Injury Rates per 100,000 Population, by Age and Sex



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Table 57

Persons Killed or Injured in Crashes, by Weather Condition and Light Condition

Weather Condition	Light Condition				Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	
Persons Killed					
Normal	19,215	5,939	11,464	1,528	38,222
Rain	1,559	544	961	139	3,210
Snow/Sleet	435	88	284	45	856
Other	226	90	365	67	748
Unknown	61	16	83	8	407
Total	21,496	6,677	13,157	1,787	*43,443
Persons Injured					
Normal	1,664,000	379,000	233,000	82,000	2,358,000
Rain	150,000	54,000	31,000	10,000	245,000
Snow/Sleet	42,000	13,000	13,000	3,000	70,000
Other	13,000	4,000	6,000	3,000	26,000
Total	1,869,000	450,000	283,000	98,000	2,699,000

*Includes 326 fatalities in crashes that occurred under unknown light conditions.

Table 58

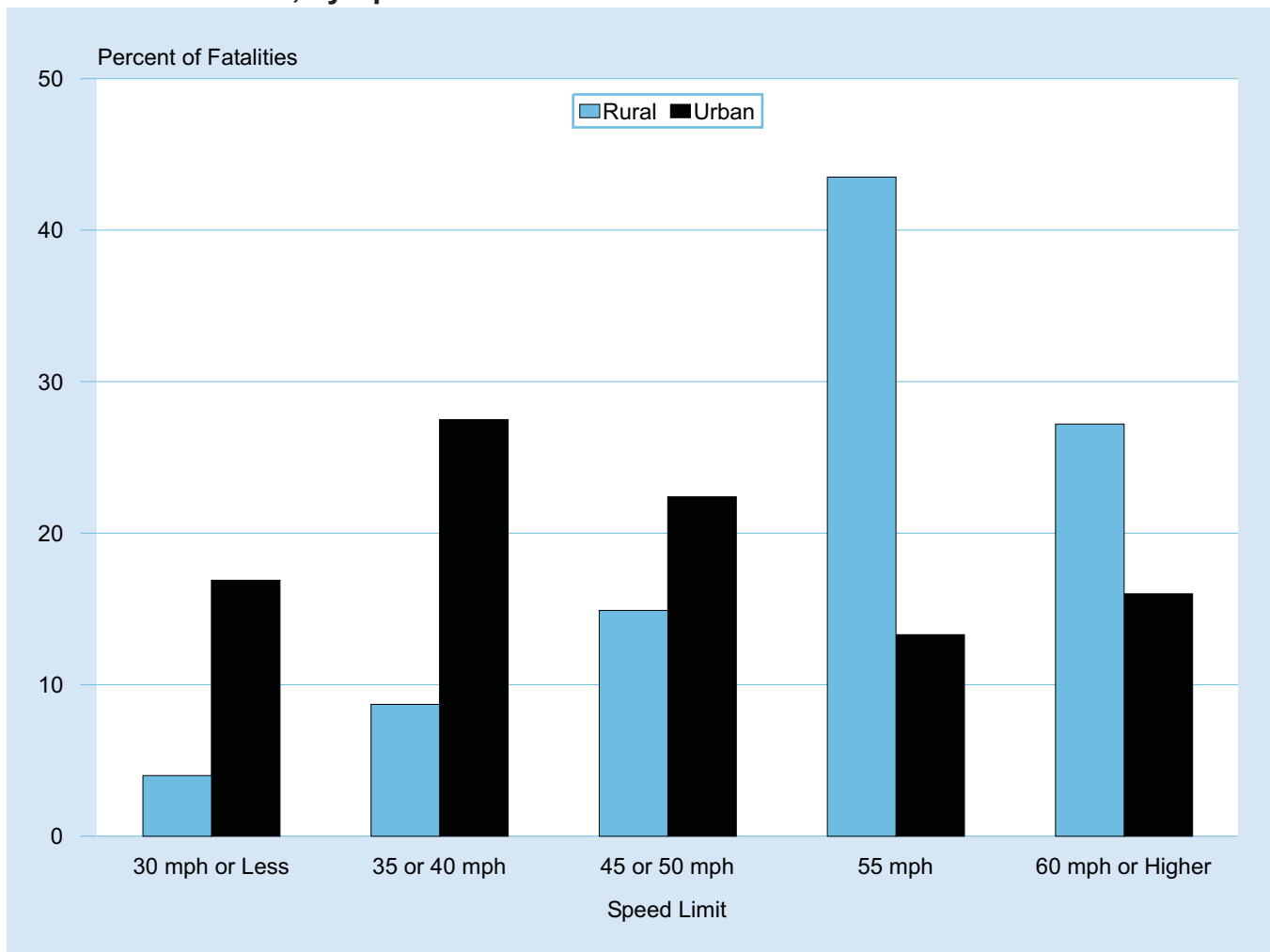
Persons Killed or Injured in Crashes, by Speed Limit and Crash Type

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Persons Killed						
30 mph or less	2,990	12.4	1,142	5.9	4,132	9.5
35 or 40 mph	4,366	18.1	2,964	15.4	7,330	16.9
45 or 50 mph	4,112	17.0	3,923	20.4	8,035	18.5
55 mph	6,725	27.8	6,495	33.7	13,220	30.4
60 mph or higher	5,062	20.9	4,392	22.8	9,454	21.8
No Statutory Limit	105	0.4	21	0.1	126	0.3
Unknown	818	3.4	328	1.7	1,146	2.6
Total	24,178	100.0	19,265	100.0	43,443	100.0
Persons Injured						
30 mph or less	168,000	24.5	349,000	17.4	517,000	19.2
35 or 40 mph	158,000	23.1	795,000	39.5	953,000	35.3
45 or 50 mph	98,000	14.2	472,000	23.4	569,000	21.1
55 mph	144,000	21.0	232,000	11.5	376,000	13.9
60 mph or higher	113,000	16.5	159,000	7.9	272,000	10.1
No Statutory Limit	5,000	0.7	7,000	0.3	11,000	0.4
Total	686,000	100.0	2,013,000	100.0	2,699,000	100.0

Table 59
Persons Killed in Crashes, by Speed Limit and Land Use

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	942	22.8	3,018	73.0	172	4.2	4,132	100.0
35 or 40 mph	2,066	28.2	4,911	67.0	353	4.8	7,330	100.0
45 or 50 mph	3,554	44.2	4,004	49.8	477	5.9	8,035	100.0
55 mph	10,365	78.4	2,379	18.0	476	3.6	13,220	100.0
60 mph or higher	6,474	68.5	2,861	30.3	119	1.3	9,454	100.0
No Statutory Limit	50	39.7	37	29.4	39	31.0	126	100.0
Unknown	367	32.0	633	55.2	146	12.7	1,146	100.0
Total	23,818	54.8	17,843	41.1	1,782	4.1	43,443	100.0

Figure 20
Percent of Fatalities, by Speed Limit and Land Use



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Table 60

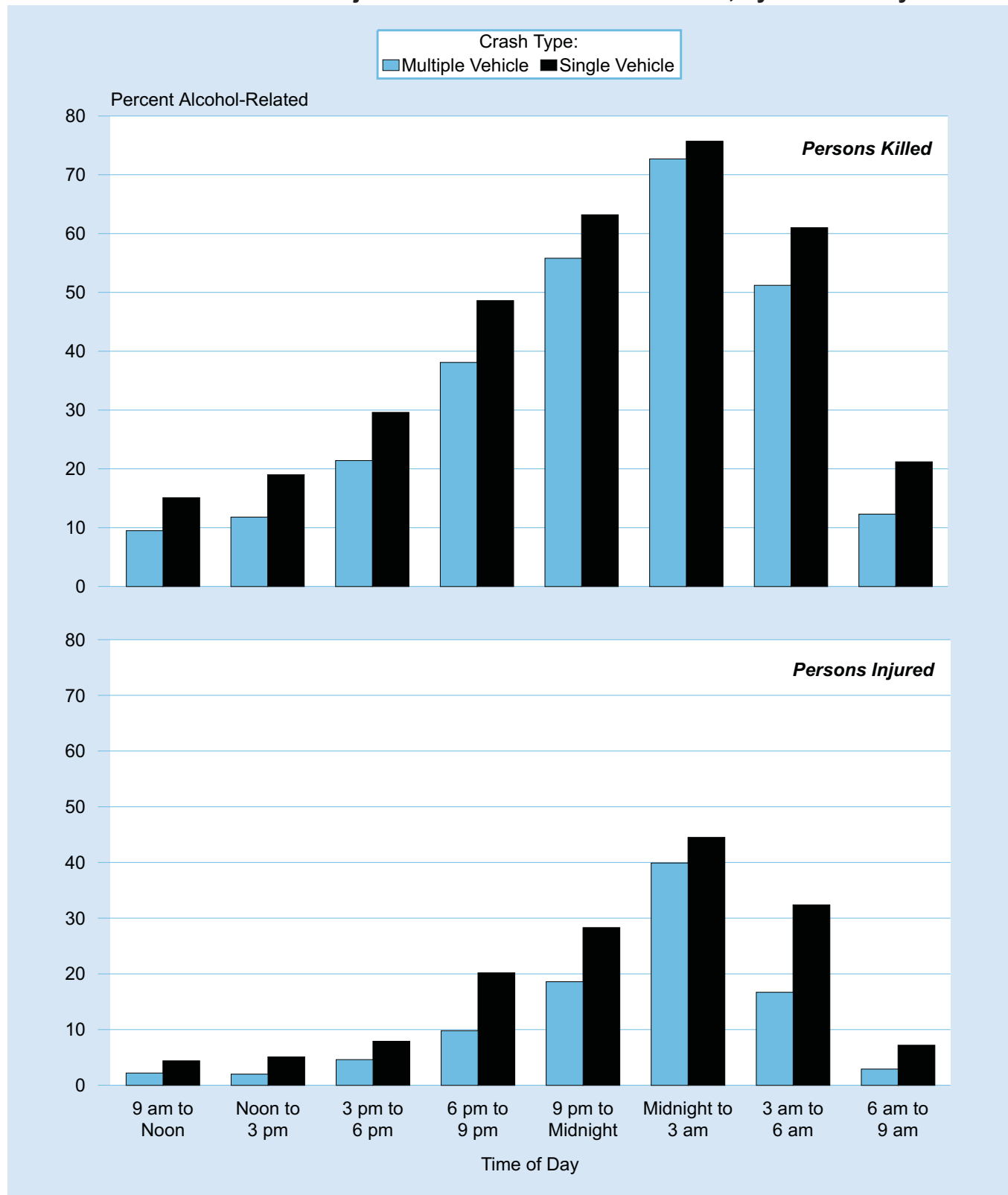
Persons Killed or Injured in Crashes and Percent Alcohol Related, by Time of Day and Crash Type

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related
Persons Killed*									
Midnight to 3 am	4,143	3,138	76	1,419	1,031	73	5,562	4,169	75
3 am to 6 am	2,433	1,484	61	1,056	541	51	3,489	2,025	58
6 am to 9 am	2,119	449	21	2,176	268	12	4,295	717	17
9 am to Noon	1,818	275	15	2,304	218	9	4,122	493	12
Noon to 3 pm	2,364	448	19	3,249	384	12	5,613	833	15
3 pm to 6 pm	3,257	965	30	3,977	853	21	7,234	1,818	25
6 pm to 9 pm	3,838	1,864	49	2,970	1,133	38	6,808	2,997	44
9 pm to Midnight	3,885	2,457	63	2,102	1,173	56	5,987	3,629	61
Unknown	321	201	63	12	3	28	333	205	61
Total	24,178	11,280	47	19,265	5,605	29	43,443	16,885	39
Persons Injured**									
Midnight to 3 am	74,000	33,000	45	55,000	22,000	40	129,000	55,000	43
3 am to 6 am	56,000	18,000	32	33,000	6,000	17	89,000	24,000	26
6 am to 9 am	78,000	6,000	7	229,000	7,000	3	308,000	12,000	4
9 am to Noon	71,000	3,000	4	278,000	6,000	2	349,000	9,000	3
Noon to 3 pm	88,000	4,000	5	422,000	8,000	2	510,000	13,000	3
3 pm to 6 pm	122,000	10,000	8	524,000	24,000	5	646,000	34,000	5
6 pm to 9 pm	107,000	22,000	20	312,000	31,000	10	419,000	52,000	12
9 pm to Midnight	90,000	26,000	28	159,000	30,000	19	250,000	55,000	22
Total	686,000	121,000	18	2,013,000	133,000	7	2,699,000	254,000	9

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater.

**Police-reported alcohol involvement.

Figure 21
Percent of Persons Killed or Injured in Alcohol-Related Crashes, by Time of Day



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Table 61

Persons Killed in Construction/Maintenance Zones, by Roadway Function Class and Person Type

Roadway Function Class	Person Type					Total
	Driver*	Passenger**	Pedestrian	Pedalcyclist	Other Nonoccupant	
Principal Arterial						
Interstate	187	75	33	0	4	299
Freeway/Expressway	41	15	12	0	1	69
Other	174	81	34	8	1	298
Minor Arterial	95	41	26	2	0	164
Collector	88	24	12	0	1	125
Local Road or Street	65	10	17	2	2	96
Unknown	13	7	3	0	0	23
Total	663	253	137	12	9	1,074

*Includes motorcycle operators.

**Includes motorcycle riders.

Table 62

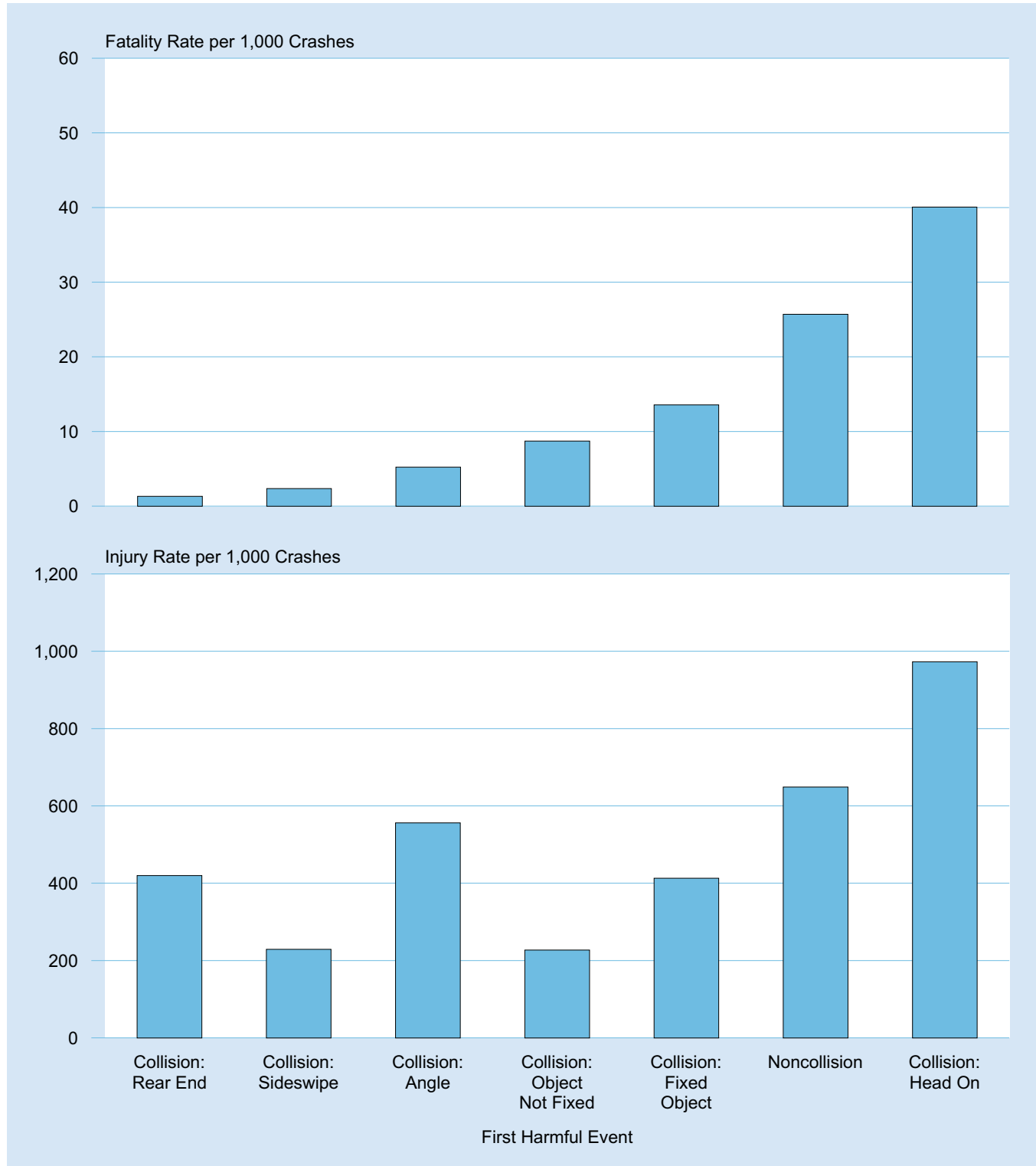
Persons Killed in Crashes Involving Emergency Vehicles, by Person Type, Crash Type, and Vehicle Type

Person Type	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Total	In Emergency Use*	Total	In Emergency Use*	Total	In Emergency Use*
Ambulance						
Ambulance Driver	3	1	1	1	4	2
Ambulance Passenger	6	3	5	4	11	7
Occupant of Other Vehicle	0	0	29	17	29	17
Pedestrian	5	1	0	0	5	1
Pedalcyclist	0	0	0	0	0	0
Total	14	5	35	22	49	27
Fire Truck						
Fire Truck Driver	3	1	1	1	4	2
Fire Truck Passenger	2	1	0	0	2	1
Occupant of Other Vehicle	0	0	20	14	20	14
Pedestrian	2	1	0	0	2	1
Pedalcyclist	1	1	0	0	1	1
Total	8	4	21	15	29	19
Police Vehicle						
Police Vehicle Driver	14	5	13	1	27	6
Police Vehicle Passenger	3	1	1	1	4	2
Occupant of Other Vehicle	0	0	54	23	54	23
Pedestrian	15	10	2	0	17	10
Pedalcyclist	6	3	0	0	6	3
Total	38	19	70	25	108	44

*Refers to a vehicle traveling with physical emergency signals in use (red lights blinking, sirens sounding, etc.).

Figure 22

Fatality and Injury Rates per 1,000 Crashes, by First Harmful Event and Manner of Collision



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Figure 23
Fatality and Injury Rates per 1,000 Crashes, by Time of Day

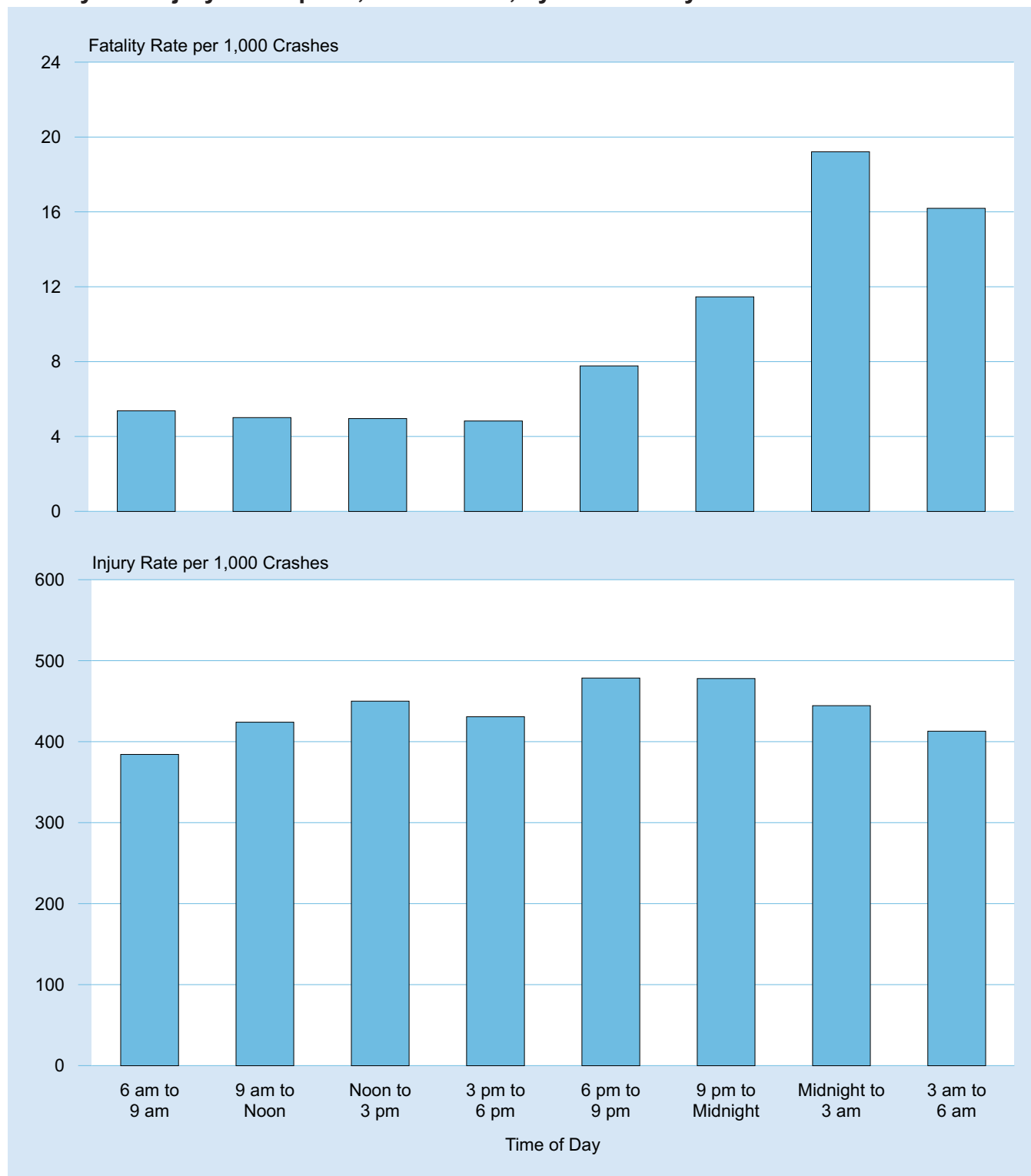
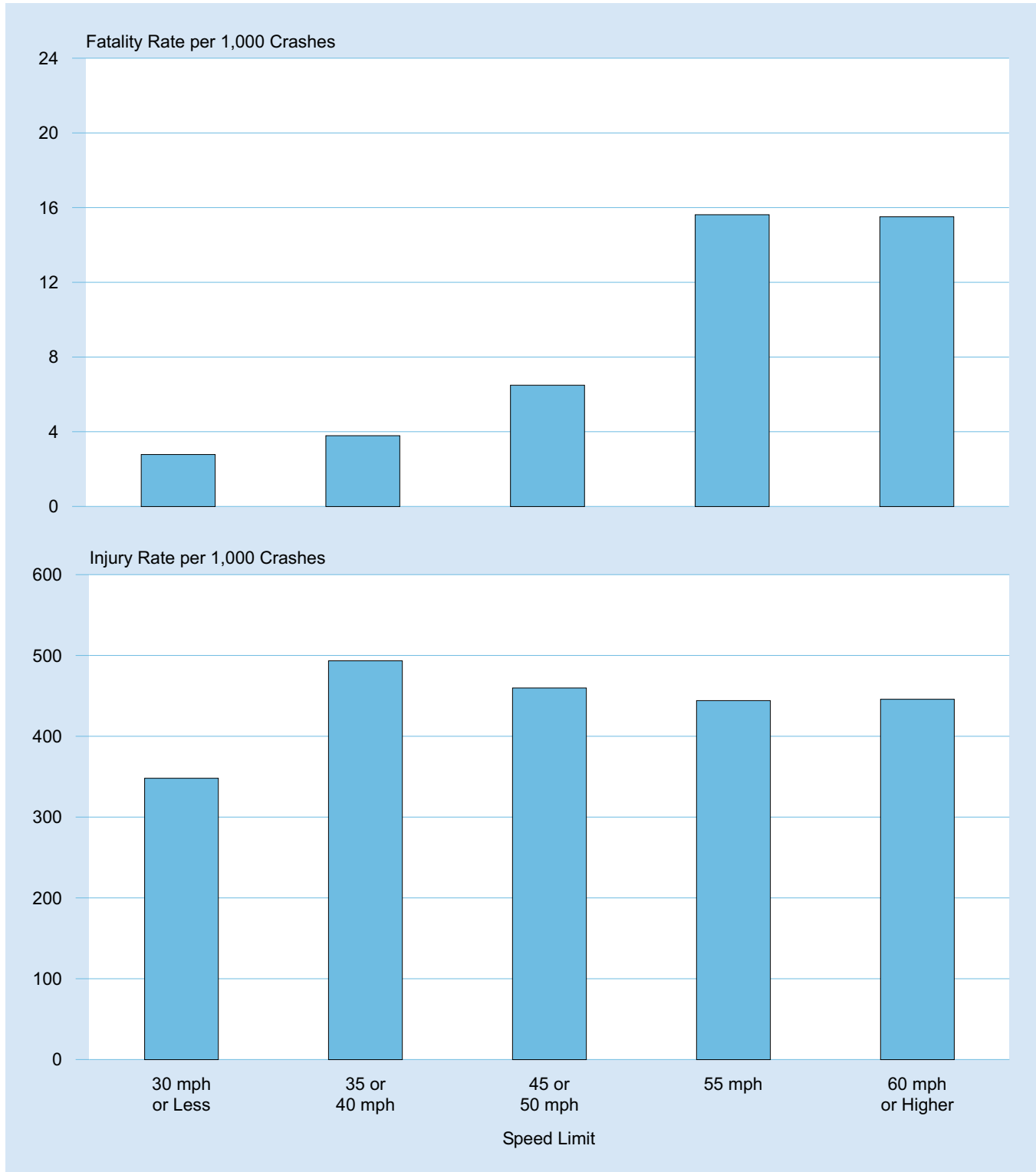


Figure 24
Fatality and Injury Rates per 1,000 Crashes, by Speed Limit



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Table 63

Driver Involvement Rates per 100,000 Licensed Drivers, by Age, Sex, and Crash Severity

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	227	*	77	*	304	*
16-20	5,180	—	2,113	—	7,293	—
21-24	5,016	—	1,531	—	6,548	—
25-34	8,595	—	2,780	—	11,378	—
35-44	7,990	—	2,742	—	10,733	—
45-54	7,118	—	2,285	—	9,403	—
55-64	4,527	—	1,514	—	6,041	—
65-74	2,274	—	938	—	3,212	—
>74	2,022	—	980	—	3,003	—
Unknown	111	*	14	*	1,189	*
Total	43,060	—	14,974	—	**59,104	—
Drivers in Injury Crashes						
<16	13,000	*	6,000	*	20,000	*
16-20	272,000	—	235,000	—	506,000	—
21-24	213,000	—	161,000	—	374,000	—
25-34	381,000	—	302,000	—	683,000	—
35-44	351,000	—	270,000	—	621,000	—
45-54	310,000	—	225,000	—	535,000	—
55-64	171,000	—	122,000	—	292,000	—
65-74	80,000	—	62,000	—	142,000	—
>74	59,000	—	49,000	—	108,000	—
Total	1,850,000	—	1,432,000	—	3,282,000	—
Drivers in Property-Damage-Only Crashes						
<16	92,000	*	36,000	*	127,000	*
16-20	653,000	—	511,000	—	1,165,000	—
21-24	470,000	—	341,000	—	811,000	—
25-34	944,000	—	611,000	—	1,555,000	—
35-44	795,000	—	584,000	—	1,379,000	—
45-54	785,000	—	471,000	—	1,256,000	—
55-64	395,000	—	258,000	—	653,000	—
65-74	190,000	—	134,000	—	324,000	—
>74	124,000	—	97,000	—	221,000	—
Total	4,449,000	—	3,043,000	—	7,492,000	—
Drivers in All Crashes						
<16	105,000	*	42,000	*	147,000	*
16-20	930,000	—	748,000	—	1,678,000	—
21-24	689,000	—	503,000	—	1,192,000	—
25-34	1,334,000	—	915,000	—	2,250,000	—
35-44	1,154,000	—	857,000	—	2,011,000	—
45-54	1,102,000	—	698,000	—	1,801,000	—
55-64	570,000	—	381,000	—	951,000	—
65-74	272,000	—	197,000	—	469,000	—
>74	185,000	—	147,000	—	332,000	—
Unknown	***	*	***	*	1,000	*
Total	6,342,000	—	4,489,000	—	10,832,000	—

*Not applicable.

**Includes 1,070 drivers of unknown sex.

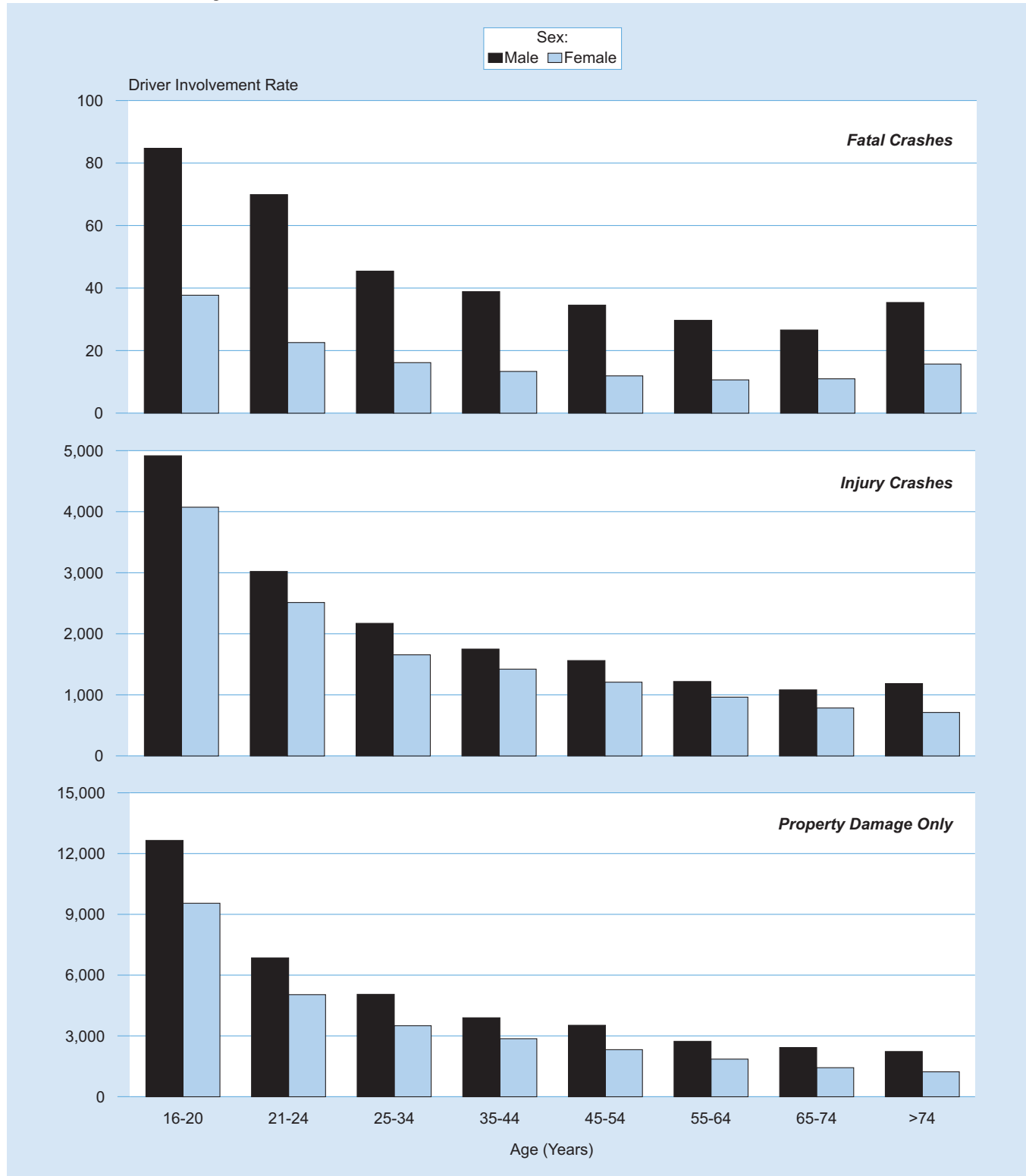
***Less than 500.

Notes: Drivers include motorcycle operators. 2005 data not yet available by state for licensed drivers and registered vehicles. Some states include restricted driver licenses and graduated driver licenses in their licensed driver counts.

Source: Licensed Drivers—Federal Highway Administration.

Figure 25

Driver Involvement Rates per 100,000 Licensed Drivers, by Age, Sex, and Crash Severity, 2004



Note: Drivers include motorcycle operators. 2005 data not available for licensed drivers by age and sex.

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Table 64

**Drivers and Motorcycle Operators Involved in Fatal Crashes,
by Previous Driving Record and License Type Compliance**

Previous Convictions	Valid License (49,749)		Invalid License (7,457)		Total (57,206)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	6,483	13.0	977	13.1	7,460	13.0
Previous Recorded Suspensions or Revocations	3,904	7.8	3,231	43.3	7,135	12.5
Previous DWI Convictions	889	1.8	832	11.2	1,721	3.0
Previous Speeding Convictions	9,829	19.8	1,383	18.5	11,212	19.6
Previous Other Harmful Moving Convictions	7,974	16.0	1,697	22.8	9,671	16.9
Drivers with No Previous Convictions	30,335	61.0	3,403	45.6	33,738	59.0

Notes: Table does not include 1,898 drivers with unknown license status. FARS records prior driving records (convictions only, not violations) for events occurring within 3 years of the date of the crash. The same driver can have one or more of these convictions. License type compliance refers to the type of drivers license possessed or not possessed by the driver for the class of vehicle being driven at the time of the crash.

Table 65

Related Factors for Drivers and Motorcycle Operators Involved in Fatal Crashes

Factors	Number	Percent
Failure to keep in proper lane or running off road	16,551	28.0
Driving too fast for conditions or in excess of posted speed limit or racing	11,803	20.0
Under the influence of alcohol, drugs, or medication	7,441	12.6
Failure to yield right of way	4,306	7.3
Inattentive (talking, eating, etc.)	3,415	5.8
Operating vehicle in erratic, reckless, careless, or negligent manner	2,712	4.6
Failure to obey traffic signs, signals, or officer	2,354	4.0
Overcorrecting/oversteering	2,319	3.9
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonoccupant in roadway, etc.	2,301	3.9
Making improper turn	1,590	2.7
Drowsy, asleep, fatigued, ill, or blackout	1,552	2.6
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,496	2.5
Driving wrong way on one-way trafficway or on wrong side of road	858	1.5
Other factors	9,304	15.7
None reported	21,265	36.0
Unknown	1,187	2.0
Total Drivers	59,104	100.0

Note: The sum of the numbers and percentages is greater than total drivers as more than one factor may be present for the same driver.

Table 66

Vehicle Occupants Killed or Injured, by Vehicle Type, Person Type, and Injury Severity

Vehicle and Person Type	Occupants Killed	Occupants Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Passenger Car						
Drivers	12,947	107,000	284,000	733,000	1,124,000	1,137,000
Passengers	5,455	47,000	112,000	291,000	449,000	455,000
Unknown	38	*	*	*	*	*
<i>Subtotal</i>	<i>18,440</i>	<i>154,000</i>	<i>396,000</i>	<i>1,024,000</i>	<i>1,573,000</i>	<i>1,592,000</i>
Light Truck						
Drivers	8,999	65,000	163,000	359,000	587,000	596,000
Passengers	3,941	33,000	82,000	170,000	286,000	289,000
Unknown	35	*	*	*	*	*
<i>Subtotal</i>	<i>12,975</i>	<i>98,000</i>	<i>246,000</i>	<i>529,000</i>	<i>872,000</i>	<i>885,000</i>
Large Truck						
Drivers	696	4,000	7,000	11,000	22,000	23,000
Passengers	107	1,000	1,000	4,000	5,000	5,000
<i>Subtotal</i>	<i>803</i>	<i>5,000</i>	<i>8,000</i>	<i>14,000</i>	<i>27,000</i>	<i>28,000</i>
Bus	58	1,000	2,000	9,000	11,000	11,000
Other/Unknown	765	3,000	4,000	3,000	10,000	11,000
Subtotal**	33,041	260,000	656,000	1,578,000	2,494,000	2,527,000
Motorcycle						
Operators	4,232	23,000	39,000	17,000	79,000	83,000
Passengers	318	3,000	3,000	2,000	8,000	9,000
Unknown	3	*	*	*	*	*
<i>Subtotal</i>	<i>4,553</i>	<i>25,000</i>	<i>43,000</i>	<i>19,000</i>	<i>87,000</i>	<i>92,000</i>
Total	37,594	286,000	698,000	1,597,000	2,581,000	2,619,000

*Less than 500.

**Excluding motorcycles.

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Table 67

Vehicle Occupants Killed or Injured, by Sex and Vehicle Type

Sex	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
Male	11,257	9,295	758	29	538	21,877	4,108	25,985
Female	7,180	3,677	45	29	118	11,049	445	11,494
Unknown	3	3	0	0	109	115	0	115
Total	18,440	12,975	803	58	765	33,041	4,553	37,594
Occupants Injured								
Male	649,000	466,000	25,000	5,000	7,000	1,151,000	75,000	1,226,000
Female	924,000	406,000	2,000	6,000	3,000	1,342,000	13,000	1,355,000
Total	1,573,000	872,000	27,000	11,000	10,000	2,494,000	87,000	2,581,000

Table 68
Vehicle Occupants Killed or Injured, by Age and Vehicle Type

Age (Years)	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
<5	266	184	0	0	8	458	3	461
5-9	186	213	1	4	21	425	8	433
10-15	429	339	4	2	68	842	48	890
16-20	3,434	1,465	12	3	98	5,012	341	5,353
21-24	2,390	1,257	35	2	73	3,757	516	4,273
25-34	2,839	2,280	140	4	101	5,364	1,011	6,375
35-44	2,132	2,134	210	2	98	4,576	1,018	5,594
45-54	1,908	1,977	205	7	71	4,168	918	5,086
55-64	1,414	1,402	148	9	52	3,025	507	3,532
65-74	1,233	895	39	2	34	2,203	146	2,349
>74	2,168	796	9	23	31	3,027	36	3,063
Unknown	41	33	0	0	110	184	1	185
Total	18,440	12,975	803	58	765	33,041	4,553	37,594
Occupants Injured								
<5	30,000	22,000	*	1,000	*	53,000	*	53,000
5-9	33,000	27,000	*	2,000	1,000	62,000	*	62,000
10-15	68,000	48,000	*	1,000	2,000	120,000	2,000	121,000
16-20	301,000	101,000	1,000	1,000	2,000	407,000	10,000	417,000
21-24	202,000	72,000	2,000	*	*	277,000	11,000	288,000
25-34	287,000	164,000	6,000	1,000	1,000	459,000	21,000	481,000
35-44	216,000	170,000	7,000	2,000	2,000	396,000	18,000	414,000
45-54	184,000	143,000	6,000	1,000	2,000	336,000	17,000	353,000
55-64	119,000	77,000	3,000	2,000	1,000	201,000	7,000	208,000
65-74	67,000	33,000	1,000	*	*	100,000	1,000	102,000
>74	66,000	16,000	*	*	*	83,000	*	83,000
Total	1,573,000	872,000	27,000	11,000	10,000	2,494,000	87,000	2,581,000

*Less than 500.

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Table 69

Vehicle Occupants Killed or Injured, by Age, Person Type, and Sex

Age (Years)	Person Type											
	Drivers						Passengers					
	Sex				Total		Sex				Total	
	Male		Female				Male		Female			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	0	0.0	0	0.0	0	100.0	238	51.6	223	48.4	461	100.0
5-9	9	90.0	1	10.0	10	100.0	216	51.1	206	48.7	423	100.0
10-15	128	80.0	32	20.0	160	100.0	373	51.1	356	48.8	730	100.0
16-20	2,503	74.2	871	25.8	3,374	100.0	1,165	58.9	814	41.1	1,979	100.0
21-24	2,544	80.6	612	19.4	3,156	100.0	754	67.5	363	32.5	1,117	100.0
25-34	3,980	79.5	1,026	20.5	5,006	100.0	861	62.9	508	37.1	1,369	100.0
35-44	3,520	76.6	1,073	23.4	4,593	100.0	489	48.9	512	51.1	1,001	100.0
45-54	3,215	76.2	1,003	23.8	4,218	100.0	397	45.7	471	54.3	868	100.0
55-64	2,175	74.4	748	25.6	2,923	100.0	207	34.0	402	66.0	609	100.0
65-74	1,278	69.8	552	30.2	1,830	100.0	158	30.4	361	69.6	519	100.0
>74	1,425	67.7	679	32.3	2,105	100.0	299	31.2	659	68.8	958	100.0
Unknown	18	18.6	1	1.0	97	100.0	33	37.5	21	23.9	88	100.0
Total	20,795	75.7	6,598	24.0	*27,472	100.0	5,190	51.3	4,896	48.4	**10,122	100.0
Occupants Injured												
<5	***	***	***	***	***	100.0	27,000	51.1	26,000	48.9	53,000	100.0
5-9	***	61.5	***	38.5	***	100.0	29,000	46.7	33,000	53.3	62,000	100.0
10-15	6,000	70.3	3,000	29.7	8,000	100.0	49,000	43.9	63,000	56.1	113,000	100.0
16-20	134,000	48.2	144,000	51.8	277,000	100.0	62,000	44.4	78,000	55.6	140,000	100.0
21-24	107,000	50.3	106,000	49.7	214,000	100.0	34,000	46.4	40,000	53.6	74,000	100.0
25-34	193,000	50.0	193,000	50.0	386,000	100.0	42,000	44.6	53,000	55.4	95,000	100.0
35-44	172,000	50.2	171,000	49.8	344,000	100.0	27,000	38.1	43,000	61.9	70,000	100.0
45-54	150,000	51.3	142,000	48.7	292,000	100.0	18,000	30.3	42,000	69.7	60,000	100.0
55-64	85,000	51.1	81,000	48.9	165,000	100.0	10,000	22.3	33,000	77.7	43,000	100.0
65-74	39,000	50.7	38,000	49.3	76,000	100.0	7,000	29.9	18,000	70.1	25,000	100.0
>74	28,000	47.2	31,000	52.8	59,000	100.0	6,000	25.7	18,000	74.3	24,000	100.0
Total	913,000	50.1	909,000	49.9	1,822,000	100.0	313,000	41.2	446,000	58.8	759,000	100.0

*Includes 79 drivers of unknown sex.

**Includes 36 passenger of unknown sex.

***Less than 500 or less than 0.05 percent.

Note: Drivers include motorcycle operators; passengers include motorcycle riders.

Table 70

Vehicle Occupants Killed or Injured, by Vehicle Type and Most Harmful Event

Vehicle Type	Most Harmful Event								Total	
	Collision with						Noncollision			
	Motor Vehicle in Transport		Object Not Fixed		Fixed Object					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed										
Passenger Car	9,596	52.0	449	2.4	4,823	26.2	3,569	19.4	18,440	100.0
Light Truck	4,290	33.1	308	2.4	2,813	21.7	5,562	42.9	12,975	100.0
Large Truck	185	23.0	49	6.1	157	19.6	412	51.3	803	100.0
Bus	13	22.4	9	15.5	6	10.3	30	51.7	58	100.0
Other/Unknown	221	28.9	26	3.4	163	21.3	207	27.1	765	100.0
Subtotal	14,305	43.3	841	2.5	7,962	24.1	9,780	29.6	33,041	100.0
Motorcycle	2,293	50.4	204	4.5	1,222	26.8	829	18.2	4,553	100.0
Total	16,598	44.2	1,045	2.8	9,184	24.4	10,609	28.2	*37,594	100.0
Occupants Injured										
Passenger Car	1,244,000	79.1	34,000	2.2	216,000	13.7	79,000	5.0	1,573,000	100.0
Light Truck	624,000	71.5	18,000	2.0	113,000	12.9	118,000	13.5	872,000	100.0
Large Truck	15,000	56.1	1,000	2.2	3,000	9.4	9,000	32.3	27,000	100.0
Bus	11,000	95.3	**	3.3	**	0.2	**	1.2	11,000	100.0
Other/Unknown	4,000	37.4	**	3.8	2,000	19.9	4,000	38.9	10,000	100.0
Subtotal	1,898,000	76.1	53,000	2.1	333,000	13.4	210,000	8.4	2,494,000	100.0
Motorcycle	37,000	42.0	4,000	5.1	7,000	8.2	39,000	44.7	87,000	100.0
Total	1,935,000	75.0	57,000	2.2	340,000	13.2	249,000	9.6	2,581,000	100.0

*Includes 158 fatalities with unknown most harmful event.

**Less than 500.

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Table 71

Vehicle Occupants Killed or Injured, by Initial Point of Impact and Vehicle Type

Initial Point of Impact	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
Front	9,658	6,946	500	24	307	17,435	3,057	20,492
Left Side	3,298	1,391	45	2	55	4,791	312	5,103
Right Side	2,986	1,271	66	2	39	4,364	269	4,633
Rear	998	659	27	1	61	1,746	142	1,888
Other	545	434	33	1	12	1,025	142	1,167
Noncollision	737	1,948	107	26	95	2,913	417	3,330
Unknown	218	326	25	2	196	767	214	981
Total	18,440	12,975	803	58	765	33,041	4,553	37,594
Occupants Injured								
Front	741,000	392,000	11,000	5,000	4,000	1,152,000	32,000	1,184,000
Left Side	234,000	109,000	3,000	1,000	1,000	348,000	10,000	358,000
Right Side	194,000	105,000	4,000	2,000	1,000	306,000	9,000	315,000
Rear	369,000	206,000	4,000	3,000	1,000	583,000	5,000	588,000
Other	6,000	3,000	*	*	*	8,000	*	9,000
Noncollision	31,000	58,000	6,000	*	3,000	97,000	30,000	128,000
Total	1,573,000	872,000	27,000	11,000	10,000	2,494,000	87,000	2,581,000

*Less than 500.

Table 72

Vehicle Occupants Killed or Injured, by Vehicle Type and Ejection

Vehicle Type	Ejected*		Not Ejected		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
Passenger Car	3,561	19.3	14,831	80.4	48	0.3	18,440	100.0
Light Truck	4,882	37.6	8,040	62.0	53	0.4	12,975	100.0
Large Truck	204	25.4	591	73.6	8	1.0	803	100.0
Bus	11	19.0	47	81.0	0	0.0	58	100.0
Other/Unknown	221	28.9	372	48.6	172	22.5	765	100.0
Total**	8,879	26.9	23,881	72.3	281	0.9	33,041	100.0
Occupants Injured								
Passenger Car	8,000	0.5	1,566,000	99.5	****	****	1,573,000	100.0
Light Truck	10,000	1.1	862,000	98.9	****	****	872,000	100.0
Large Truck	***	0.9	27,000	99.1	****	****	27,000	100.0
Bus	***	2.7	11,000	97.3	****	****	11,000	100.0
Other/Unknown	4,000	41.3	6,000	58.7	****	****	10,000	100.0
Total**	22,000	0.9	2,472,000	99.1	****	****	2,494,000	100.0

*Includes total and partial ejection.

**Excludes motorcycle riders.

***Less than 500 or less than 0.05 percent.

****Not applicable.

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Table 73
Occupants Killed or Injured in Two-Vehicle Crashes, by Vehicle Types Involved

Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	Total Occupants Killed
Passenger Car	—	Passenger Car	—	2,586
Passenger Car	4,197	Light Truck	1,049	5,246
Passenger Car	1,596	Large Truck	30	1,626
Passenger Car	21	Motorcycle	897	918
Passenger Car	65	Bus	1	66
Passenger Car	85	Other/Unknown	71	156
Light Truck	—	Light Truck	—	1,871
Light Truck	1,269	Large Truck	49	1,318
Light Truck	7	Motorcycle	1,038	1,045
Light Truck	37	Bus	3	40
Light Truck	52	Other/Unknown	90	142
Large Truck	—	Large Truck	—	147
Large Truck	0	Motorcycle	166	166
Large Truck	6	Bus	12	18
Large Truck	3	Other/Unknown	39	42
Motorcycle	—	Motorcycle	—	88
Motorcycle	18	Bus	0	18
Motorcycle	53	Other/Unknown	6	59
Bus	0	Other/Unknown	1	1
Other/Unknown	—	Other/Unknown	—	87
Total Occupants Killed				15,640
Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	596,000
Passenger Car	420,000	Light Truck	277,000	697,000
Passenger Car	36,000	Large Truck	6,000	42,000
Passenger Car	3,000	Motorcycle	21,000	24,000
Passenger Car	6,000	Bus	5,000	11,000
Passenger Car	1,000	Other/Unknown	1,000	2,000
Light Truck	—	Light Truck	—	235,000
Light Truck	24,000	Large Truck	5,000	29,000
Light Truck	2,000	Motorcycle	14,000	6,000
Light Truck	2,000	Bus	5,000	7,000
Light Truck	1,000	Other/Unknown	1,000	2,000
Large Truck	—	Large Truck	—	3,000
Total Occupants Injured				1,668,000

Table 74

Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Type

Body Type	Occupants Involved		Occupants Killed		Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%		No.	%	No.	%
Passenger Cars	40,585	43.0	18,440	49.1	Large Trucks	5,671	6.0	803	2.1
Convertible	639	0.7	312	0.8	Step Van	24	*	4	*
2 Door Sedan, Hardtop, Coupe	8,067	8.5	3,956	10.5	Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	264	0.3	47	0.1
3 Door/2 Door Hatchback	1,759	1.9	907	2.4	Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	359	0.4	62	0.2
4 Door Sedan Hardtop	27,775	29.4	12,271	32.6	Single Unit Heavy Truck (GVWR > 26,000 lb)	1,108	1.2	145	0.4
5 Door/4 Door Hatchback	292	0.3	147	0.4	Single Unit Truck, Unknown GVWR	15	*	3	*
Station Wagon	1,466	1.6	631	1.7	Truck Tractor	3,806	4.0	535	1.4
Hatchback, Doors Unknown	13	*	6	*	Medium/Heavy Pickup (Ford Super Duty 450/550)	46	*	3	*
Other Auto	84	0.1	30	0.1	Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	4	*	1	*
Unknown Auto	453	0.5	158	0.4	Unknown Heavy Truck (GVWR > 26,000 lb)	2	*	0	0.0
Auto-Based Pickup	33	*	19	0.1	Unknown Large Truck Type	43	*	3	*
Auto-Based Panel Truck	4	*	3	*					
Light Trucks	39,762	42.1	12,975	34.5	Motorcycles	5,267	5.6	4,553	12.1
Compact Utility	10,960	11.6	3,786	10.1	Motorcycle	5,079	5.4	4,398	11.7
Large Utility	3,159	3.3	787	2.1	Moped	53	0.1	48	0.1
Utility Station Wagon	1,073	1.1	226	0.6	Three Wheel Motorcycle or Moped	19	*	13	*
Utility, Unknown Body Type	24	*	8	*	Off-Road Motorcycle (Two Wheel)	56	0.1	42	0.1
Minivan	5,614	5.9	1,587	4.2	Other Motorcycle/Minibike	40	*	35	0.1
Large Van	2,143	2.3	479	1.3	Unknown Motorcycle	20	*	17	*
Step Van	125	0.1	23	0.1					
Other Van Type	8	*	4	*	Buses**	938	1.0	58	0.2
Unknown Van Type	61	0.1	12	*	School Bus	278	0.3	8	*
Compact Pickup	4,613	4.9	2,190	5.8	Cross Country/Intercity Bus	274	0.3	33	0.1
Standard Pickup	11,700	12.4	3,792	10.1	Transit Bus	146	0.2	3	*
Pickup with Camper	45	*	13	*	Other Bus	134	0.1	8	*
Unknown Pickup Style Truck	121	0.1	43	0.1	Unknown Bus	106	0.1	6	*
Cab Chassis-Based Light Truck	106	0.1	20	0.1					
Truck-Based Panel Truck	1	*	0	0.0	Other Vehicles	884	0.9	487	1.3
Unknown Light Truck Type (not pickup)	3	*	1	*	Large Limousine	17	*	4	*
Unknown Light Vehicle Type	5	*	3	*	Light Truck-Based Motorhome	35	*	8	*
Unknown Truck	1	*	1	*	Medium/Heavy Truck-Based Motorhome	100	0.1	17	*
					Unknown Truck Camper/Motorhome	58	0.1	9	*
					All Terrain Vehicle	461	0.5	333	0.9
					Snowmobile	23	*	19	0.1
					Farm Equipment Except Trucks	117	0.1	54	0.1
					Construction Equipment Except Trucks	11	*	5	*
					Other Vehicle	62	0.1	38	0.1
					Unknown Body Type	1,298	1.4	278	0.7
					Total	94,405	100.0	37,594	100.0

*Less than 0.05 percent.

**Noninjured passengers are not included in this bus occupant count. All bus drivers are included, regardless of injury severity.

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Table 75

Passenger Car Occupants Involved in Fatal Crashes and Occupants Killed, by Car Wheelbase Size

Passenger Car Wheelbase Size	Occupants Involved in Fatal Crashes		Occupants Killed		Percent of Occupants Killed by Car Wheelbase Size
	Number	Percent of Total	Number	Percent of Total	
Minicompact (under 95 inches)	800	2.0	452	2.5	56.5
Subcompact (95 to 99 inches)	5,019	12.4	2,527	13.7	50.3
Compact (100 to 104 inches)	13,309	32.8	6,245	33.9	46.9
Intermediate (105 to 109 inches)	12,590	31.0	5,548	30.1	44.1
Full Size (110 to 114 inches)	5,806	14.3	2,483	13.5	42.8
Largest Size (115 inches and over)	1,983	4.9	793	4.3	40.0
Unknown	1,078	2.7	392	2.1	36.4
Total	40,585	100.0	18,440	100.0	45.4

Table 76

Persons Killed or Injured in Alcohol-Related Crashes, by Person Type and Injury Severity

Person Type	Persons Killed*	Persons Injured by Injury Severity**			Total Injured
		Incapacitating	Nonincapacitating	Other	
Vehicle Occupants					
Driver	9,312	28,000	60,000	75,000	162,000
Passenger	3,270	12,000	22,000	37,000	71,000
Unknown Occupant	38	***	***	***	***
Subtotal	12,620	40,000	82,000	112,000	233,000
Motorcycle Riders	1,751	3,000	3,000	1,000	7,000
Nonoccupants					
Pedestrian	2,180	4,000	3,000	3,000	9,000
Pedalcyclist	281	1,000	2,000	1,000	3,000
Other/Unknown	54	***	***	1,000	1,000
Subtotal	2,515	4,000	5,000	4,000	13,000
Total	16,885	47,000	90,000	117,000	254,000

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater in the crash. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Police-reported alcohol involvement in the crash.

***Less than 500.

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Table 77

Drivers and Motorcycle Operators Involved in Crashes, by Age, Alcohol Involvement, and Crash Severity

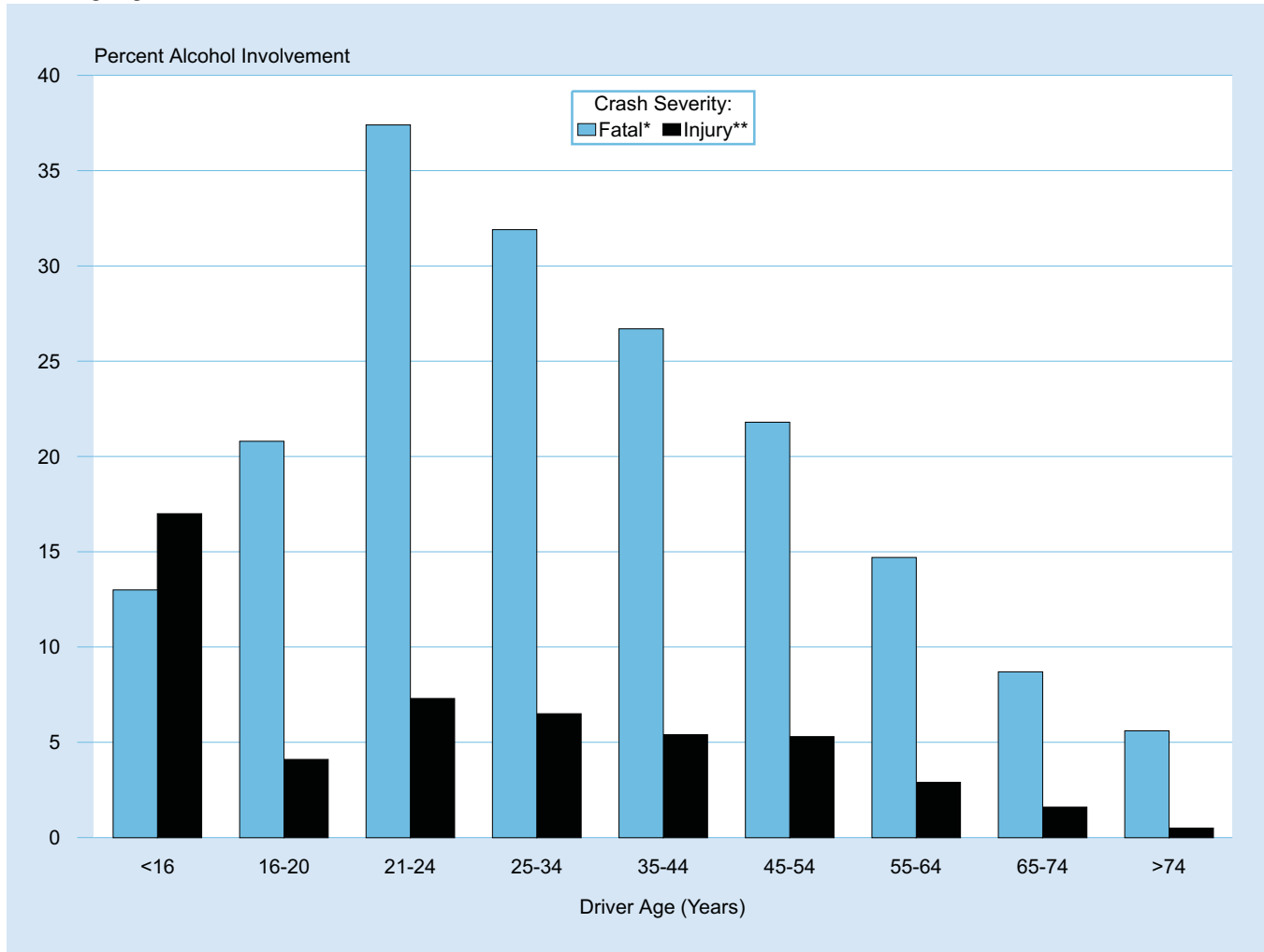
Age (Years)	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes*						
<16	40	13	265	87	304	100
16-20	1,518	21	5,775	79	7,293	100
21-24	2,447	37	4,101	63	6,548	100
25-34	3,626	32	7,752	68	11,378	100
35-44	2,870	27	7,863	73	10,733	100
45-54	2,046	22	7,357	78	9,403	100
55-64	887	15	5,155	85	6,041	100
65-74	279	9	2,934	91	3,212	100
>74	167	6	2,836	94	3,003	100
Unknown	190	16	999	84	1,189	100
Total	14,068	24	45,036	76	59,104	100
Drivers in Injury Crashes**						
<16	3,000	17	16,000	83	20,000	100
16-20	21,000	4	486,000	96	506,000	100
21-24	27,000	7	347,000	93	374,000	100
25-34	45,000	7	638,000	93	683,000	100
35-44	34,000	5	587,000	95	621,000	100
45-54	28,000	5	507,000	95	535,000	100
55-64	8,000	3	284,000	97	292,000	100
65-74	2,000	2	140,000	98	142,000	100
>74	***	***	108,000	100	108,000	100
Total	169,000	5	3,112,000	95	3,282,000	100
Drivers in Property-Damage-Only Crashes**						
<16	20,000	15	108,000	85	127,000	100
16-20	28,000	2	1,136,000	98	1,165,000	100
21-24	38,000	5	773,000	95	811,000	100
25-34	65,000	4	1,491,000	96	1,555,000	100
35-44	43,000	3	1,336,000	97	1,379,000	100
45-54	50,000	4	1,206,000	96	1,256,000	100
55-64	13,000	2	640,000	98	653,000	100
65-74	4,000	1	321,000	99	324,000	100
>74	1,000	1	220,000	99	221,000	100
Total	262,000	3	7,230,000	97	7,492,000	100

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Police-reported alcohol involvement.

***Less than 500 or less than 0.5 percent.

Figure 26
Percent of Driver and Motorcycle Operator Alcohol Involvement for Fatal and Injury Crashes



*For fatal crashes, alcohol involvement is a blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater.

**For injury crashes, alcohol involvement is police-reported alcohol involvement.

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Table 78

Drivers and Motorcycle Operators Killed or Injured, by Time of Day, Day of Week, Age, Alcohol Involvement, and Crash Type

Time of Day and Day of Week	Killed*				Injured**			
	Under 21		21 and Older		Under 21		21 and Older	
	Number Killed	Percent with Alcohol Involvement	Number Killed	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement
Single-Vehicle Crashes								
Daytime	666	15	4,795	27	46,000	3	172,000	8
Weekday	425	11	3,142	21	30,000	2	122,000	6
Weekend	241	22	1,653	39	16,000	5	50,000	11
Nighttime	1,323	50	6,749	70	48,000	21	155,000	36
Weekday	581	43	3,034	65	22,000	17	80,000	32
Weekend	742	55	3,715	75	27,000	25	75,000	41
Multiple-Vehicle Crashes								
Daytime	862	6	7,713	11	128,000	1	918,000	1
Weekday	648	5	5,838	9	103,000	1	747,000	1
Weekend	214	12	1,875	16	25,000	***	171,000	2
Nighttime	657	26	4,362	40	64,000	4	291,000	7
Weekday	296	19	2,175	34	30,000	2	157,000	5
Weekend	361	32	2,187	45	33,000	4	134,000	9

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Police-reported alcohol involvement.

***Less than 0.5 percent.

Table 79

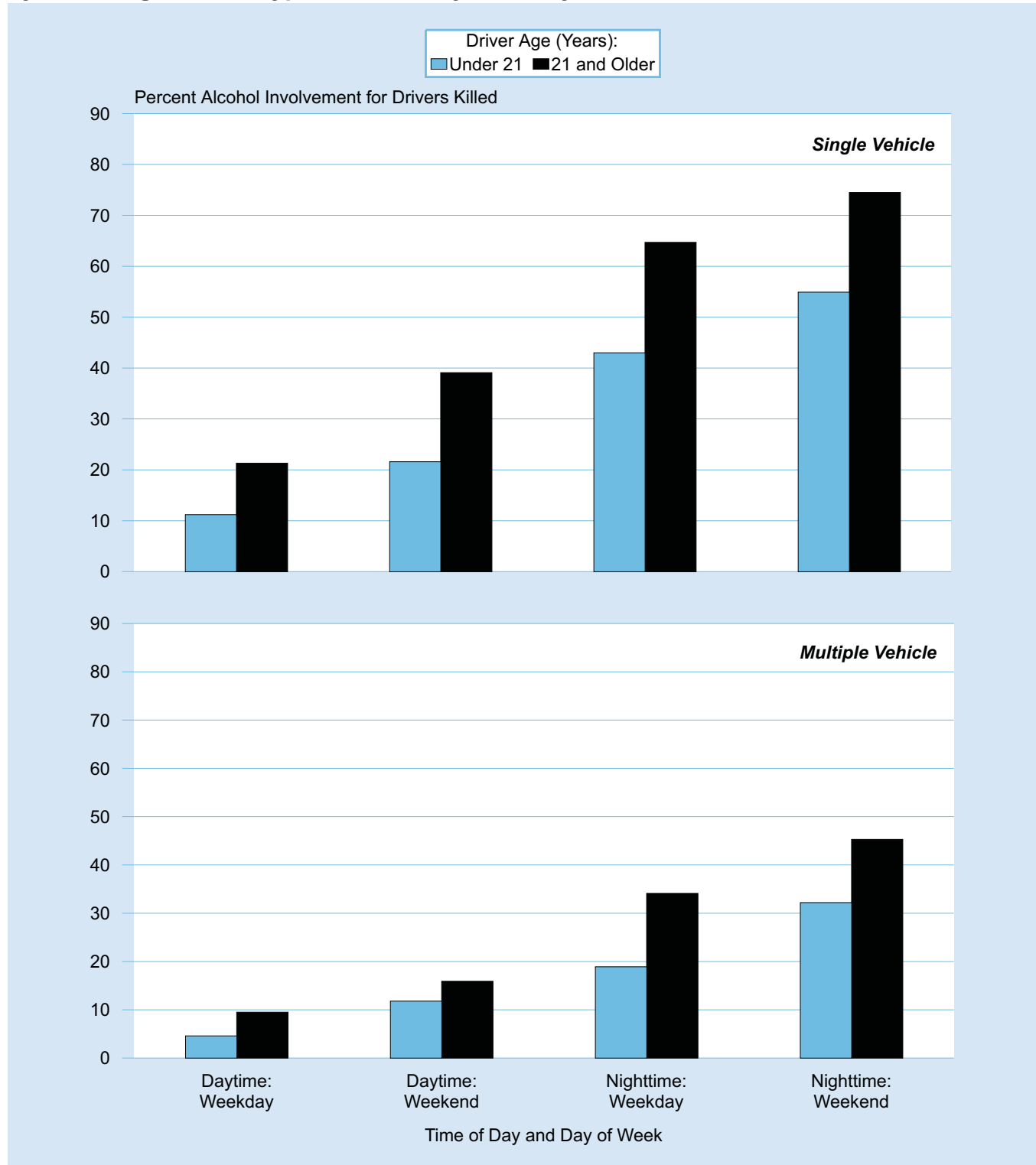
Drivers and Motorcycle Operators Killed in Crashes, by Age and Driver's Blood Alcohol Concentration (BAC)

Age (Years)	Driver's BAC								Total	
	.00		.01-.07		.08 or Higher		.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	142	83	8	4	21	12	28	17	170	100
16-20	2,401	71	178	5	795	24	973	29	3,374	100
21-24	1,570	50	193	6	1,393	44	1,586	50	3,156	100
25-34	2,528	50	272	5	2,206	44	2,479	50	5,006	100
35-44	2,518	55	234	5	1,841	40	2,076	45	4,593	100
45-54	2,646	63	201	5	1,371	32	1,572	37	4,218	100
55-64	2,216	76	134	5	573	20	707	24	2,923	100
65-74	1,610	88	46	3	174	10	220	12	1,830	100
>74	1,964	93	43	2	98	5	141	7	2,105	100
Unknown	50	51	4	4	43	44	47	49	97	100
Total	17,644	64	1,313	5	8,515	31	9,828	36	27,472	100

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 27

Alcohol Involvement (BAC .01 or Higher) for Drivers and Motorcycle Operators Killed, by Driver Age, Crash Type, Time of Day, and Day of Week



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Table 80

Drivers and Motorcycle Operators Involved in Crashes, by Vehicle Type, Alcohol Involvement, and Crash Severity

Vehicle Type	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes*						
Passenger Car	6,424	26	18,484	74	24,908	100
Light Truck	5,595	25	17,162	75	22,757	100
Large Truck	117	2	4,764	98	4,881	100
Bus	4	1	272	99	276	100
Other/Unknown	341	21	1,289	79	1,630	100
Subtotal	12,481	23	41,971	77	54,452	100
Motorcycle	1,587	34	3,065	66	4,652	100
Total	14,068	24	45,036	76	59,104	100
Drivers in Injury Crashes**						
Passenger Car	94,000	5	1,797,000	95	1,891,000	100
Light Truck	67,000	6	1,139,000	94	1,206,000	100
Large Truck	1,000	1	81,000	99	81,000	100
Bus	***	***	12,000	100	12,000	100
Other/Unknown	2,000	16	8,000	84	10,000	100
Subtotal	164,000	5	3,037,000	95	3,201,000	100
Motorcycle	5,000	6	75,000	94	80,000	100
Total	169,000	5	3,112,000	95	3,282,000	100
Drivers in Property-Damage-Only Crashes**						
Passenger Car	139,000	3	4,020,000	97	4,159,000	100
Light Truck	116,000	4	2,797,000	96	2,912,000	100
Large Truck	6,000	2	346,000	98	352,000	100
Bus	***	***	39,000	100	39,000	100
Other/Unknown	1,000	5	11,000	95	12,000	100
Subtotal	261,000	3	7,212,000	97	7,474,000	100
Motorcycle	***	2	18,000	98	18,000	100
Total	262,000	3	7,230,000	97	7,492,000	100

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Police-reported alcohol involvement.

***Less than 500 or less than 0.5 percent.

Table 81
Persons Killed, by Age and Highest Blood Alcohol Concentration (BAC) in the Crash

Age (Years)	Highest BAC in Crash								Total	
	.00		.01-.07		.08 or Higher		.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	466	79	20	3	104	18	124	21	590	100
5-9	463	79	34	6	89	15	123	21	585	100
10-15	912	78	63	5	197	17	261	22	1,173	100
16-20	3,757	66	348	6	1,594	28	1,942	34	5,699	100
21-24	2,129	46	311	7	2,182	47	2,493	54	4,622	100
25-34	3,301	47	433	6	3,349	47	3,783	53	7,084	100
35-44	3,251	49	390	6	2,930	45	3,320	51	6,570	100
45-54	3,533	57	333	5	2,301	37	2,634	43	6,167	100
55-64	2,961	71	213	5	1,009	24	1,223	29	4,184	100
65-74	2,326	83	89	3	401	14	490	17	2,816	100
>74	3,307	89	101	3	288	8	389	11	3,696	100
Unknown	151	59	11	4	95	37	106	41	257	100
Total	26,558	61	2,346	5	14,539	33	16,885	39	43,443	100

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Table 82
Pedestrians Killed, by Pedestrian's and Driver's Blood Alcohol Concentration (BAC)

Pedestrian's BAC	Driver's BAC						Total	
	.00		.01-.07		.08 or Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
.00	2,720	57	72	1	278	6	3,069	64
.01-.07	151	3	11	0	31	1	193	4
.08 or Higher	1,274	26	65	1	208	4	1,548	32
Total*	4,145	86	148	3	517	11	4,810	100

*Includes pedestrians struck by motorcycles. Does not include pedestrians killed in hit and run crashes.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

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Table 83

Drivers Involved in Crashes, by Vehicle Type, Restraint Use, and Crash Severity

Vehicle Type	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
Passenger Car	15,363	61.7	7,502	30.1	2,043	8.2	24,908	100.0
Light Truck	13,726	60.3	7,412	32.6	1,619	7.1	22,757	100.0
Large Truck	3,760	77.0	725	14.9	396	8.1	4,881	100.0
Bus	221	80.1	21	7.6	34	12.3	276	100.0
Other/Unknown	210	12.9	509	31.2	911	55.9	1,630	100.0
Total*	33,280	61.1	16,169	29.7	5,003	9.2	54,452	100.0
Drivers in Injury Crashes								
Passenger Car	1,622,000	85.8	83,000	4.4	186,000	9.9	1,891,000	100.0
Light Truck	1,044,000	86.6	58,000	4.8	104,000	8.6	1,206,000	100.0
Large Truck	68,000	83.0	4,000	4.9	10,000	12.1	81,000	100.0
Bus	9,000	76.7	1,000	11.3	1,000	12.0	12,000	100.0
Other/Unknown	3,000	34.1	6,000	55.7	1,000	10.2	10,000	100.0
Total*	2,747,000	85.8	152,000	4.7	303,000	9.5	3,201,000	100.0
Drivers in Property-Damage-Only Crashes								
Passenger Car	3,562,000	85.6	64,000	1.5	533,000	12.8	4,159,000	100.0
Light Truck	2,525,000	86.7	40,000	1.4	346,000	11.9	2,912,000	100.0
Large Truck	240,000	68.1	10,000	2.9	102,000	29.0	352,000	100.0
Bus	32,000	82.3	2,000	5.5	5,000	12.2	39,000	100.0
Other/Unknown	8,000	64.7	3,000	22.4	2,000	12.9	12,000	100.0
Total*	6,366,000	85.2	119,000	1.6	988,000	13.2	7,474,000	100.0
Drivers in All Crashes								
Passenger Car	5,199,000	85.6	154,000	2.5	722,000	11.9	6,075,000	100.0
Light Truck	3,584,000	86.5	106,000	2.6	452,000	10.9	4,141,000	100.0
Large Truck	311,000	70.9	15,000	3.4	112,000	25.6	438,000	100.0
Bus	42,000	81.0	4,000	6.9	6,000	12.2	51,000	100.0
Other/Unknown	11,000	48.0	9,000	37.3	3,000	14.7	23,000	100.0
Total*	9,146,000	85.2	287,000	2.7	1,296,000	12.1	10,729,000	100.0

*Excludes motorcycle operators.

Note: Restraint use is determined by police and may be overreported for survivors.

Table 84

Passenger Car and Light Truck Occupants Killed or Injured, by Age and Restraint Use

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
<5	280	62.2	148	32.9	22	4.9	450	100.0
5-9	197	49.4	171	42.9	31	7.8	399	100.0
10-15	267	34.8	421	54.8	80	10.4	768	100.0
16-20	1,751	35.7	2,783	56.8	365	7.5	4,899	100.0
21-24	1,164	31.9	2,199	60.3	284	7.8	3,647	100.0
25-34	1,587	31.0	3,135	61.2	397	7.8	5,119	100.0
35-44	1,549	36.3	2,433	57.0	284	6.7	4,266	100.0
45-54	1,625	41.8	2,004	51.6	256	6.6	3,885	100.0
55-64	1,404	49.9	1,238	44.0	174	6.2	2,816	100.0
65-74	1,233	57.9	769	36.1	126	5.9	2,128	100.0
>74	1,934	65.2	835	28.2	195	6.6	2,964	100.0
Unknown	23	31.1	36	48.6	15	20.3	74	100.0
Total	13,014	41.4	16,172	51.5	2,229	7.1	31,415	100.0
Occupants Injured								
<5	46,000	88.1	4,000	6.8	3,000	5.1	52,000	100.0
5-9	52,000	87.7	5,000	8.6	2,000	3.7	60,000	100.0
10-15	93,000	79.8	16,000	13.5	8,000	6.7	116,000	100.0
16-20	329,000	81.7	50,000	12.3	24,000	6.0	403,000	100.0
21-24	220,000	80.2	33,000	11.9	22,000	7.9	274,000	100.0
25-34	371,000	82.5	41,000	9.2	38,000	8.3	450,000	100.0
35-44	339,000	87.8	22,000	5.7	25,000	6.5	386,000	100.0
45-54	288,000	88.0	20,000	6.0	19,000	5.9	327,000	100.0
55-64	176,000	90.2	9,000	4.6	10,000	5.2	196,000	100.0
65-74	88,000	88.9	4,000	4.5	7,000	6.6	99,000	100.0
>74	75,000	90.6	4,000	5.0	4,000	4.4	82,000	100.0
Total	2,077,000	84.9	207,000	8.5	161,000	6.6	2,446,000	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

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Table 85
Passenger Car and Light Truck Occupant Survivors of Fatal Crashes,
by Age and Restraint Use

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,688	81.3	305	14.7	83	4.0	2,076	100.0
5-9	1,353	72.4	407	21.8	109	5.8	1,869	100.0
10-15	1,912	63.2	914	30.2	201	6.6	3,027	100.0
16-20	5,025	60.7	2,571	31.1	677	8.2	8,273	100.0
21-24	3,458	61.5	1,645	29.3	520	9.2	5,623	100.0
25-34	5,743	68.8	1,901	22.8	698	8.4	8,342	100.0
35-44	5,049	75.5	1,145	17.1	494	7.4	6,688	100.0
45-54	4,207	80.4	684	13.1	344	6.6	5,235	100.0
55-64	2,730	83.8	358	11.0	169	5.2	3,257	100.0
65-74	1,589	85.1	180	9.6	98	5.2	1,867	100.0
>74	1,204	84.1	153	10.7	74	5.2	1,431	100.0
Unknown	369	29.7	227	18.2	648	52.1	1,244	100.0
Total	34,327	70.2	10,490	21.4	4,115	8.4	48,932	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

Table 86

Passenger Car Occupants Killed or Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car Occupants Killed								
Front Seat	8,101	48.8	7,298	44.0	1,189	7.2	16,588	100.0
Left	6,239	48.2	5,788	44.7	919	7.1	12,946	100.0
Middle	9	31.0	17	58.6	3	10.3	29	100.0
Right	1,852	51.3	1,491	41.3	264	7.3	3,607	100.0
Other/Unknown	1	16.7	2	33.3	3	50.0	6	100.0
Second Seat	582	35.0	941	56.7	138	8.3	1,661	100.0
Left	221	36.1	340	55.5	52	8.5	613	100.0
Middle	69	32.9	125	59.5	16	7.6	210	100.0
Right	286	35.2	459	56.5	68	8.4	813	100.0
Other/Unknown	6	24.0	17	68.0	2	8.0	25	100.0
Other	0	0.0	41	87.2	6	12.8	47	100.0
Unknown	7	4.9	87	60.4	50	34.7	144	100.0
Total	8,690	47.1	8,367	45.4	1,383	7.5	18,440	100.0
Passenger Car Occupants Injured								
Front Seat	1,227,000	86.1	94,000	6.6	104,000	7.3	1,424,000	100.0
Left	981,000	86.3	68,000	6.0	88,000	7.7	1,138,000	100.0
Middle	2,000	69.6	1,000	19.7	*	10.6	3,000	100.0
Right	243,000	85.8	24,000	8.6	16,000	5.6	283,000	100.0
Second Seat	116,000	78.1	25,000	16.9	7,000	5.0	148,000	100.0
Left	43,000	78.2	9,000	17.2	3,000	4.6	55,000	100.0
Middle	15,000	72.8	4,000	22.1	1,000	5.1	20,000	100.0
Right	58,000	79.5	11,000	15.3	4,000	5.2	73,000	100.0
Other	*	33.3	1,000	66.7	*	*	1,000	100.0
Total	1,343,000	85.3	119,000	7.6	111,000	7.1	1,573,000	100.0

*Less than 500 or less than 0.05 percent.

Note: Restraint use is determined by police and may be overreported for survivors.

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Table 87
Light Truck Occupants Killed or Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Light Truck Occupants Killed								
Front Seat	3,963	35.1	6,643	58.8	695	6.1	11,301	100.0
Left	3,071	34.1	5,351	59.5	574	6.4	8,996	100.0
Middle	18	19.4	73	78.5	2	2.2	93	100.0
Right	874	39.5	1,217	55.1	119	5.4	2,210	100.0
Other/Unknown	0	0.0	2	100.0	0	0.0	2	100.0
Second Seat	309	27.5	742	66.0	74	6.6	1,125	100.0
Left	140	31.5	271	60.9	34	7.6	445	100.0
Middle	36	17.2	158	75.6	15	7.2	209	100.0
Right	132	28.8	305	66.4	22	4.8	459	100.0
Other/Unknown	1	8.3	8	66.7	3	25.0	12	100.0
Other	40	12.7	257	81.3	19	6.0	316	100.0
Unknown	12	5.2	163	70.0	58	24.9	233	100.0
Total	4,324	33.3	7,805	60.2	846	6.5	12,975	100.0
Light Truck Occupants Injured								
Front Seat	653,000	85.1	69,000	9.0	45,000	5.9	767,000	100.0
Left	508,000	85.3	48,000	8.1	39,000	6.6	595,000	100.0
Middle	4,000	57.6	2,000	32.3	1,000	10.1	7,000	100.0
Right	141,000	85.6	18,000	11.1	5,000	3.3	165,000	100.0
Second Seat	73,000	81.7	13,000	14.5	3,000	3.8	90,000	100.0
Left	29,000	83.4	5,000	13.6	1,000	3.1	35,000	100.0
Middle	13,000	76.0	3,000	18.9	1,000	5.0	17,000	100.0
Right	32,000	82.7	5,000	13.4	2,000	4.0	38,000	100.0
Other	8,000	54.5	6,000	38.6	1,000	6.9	15,000	100.0
Total	735,000	84.2	88,000	10.1	50,000	5.7	872,000	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

Table 88

**Passenger Car and Light Truck Occupants Killed or Injured,
by Restraint Use and Type of Restraint**

Restraint Use and Type of Restraint	Vehicle Type			
	Passenger Car		Light Truck	
	Number	Percent	Number	Percent
Occupants Killed				
Restraint Used				
Lap/Shoulder Belt	4,336	23.5	2,510	19.3
Lap Belt	152	0.8	104	0.8
Shoulder Belt	164	0.9	10	0.1
Child Safety Seat	134	0.7	65	0.5
Type Unknown	42	0.2	13	0.1
Restraint Used, Airbag Deployed	3,798	20.6	1,572	12.1
Safety Belt Used Improperly	31	0.2	24	0.2
Child Safety Seat Used Improperly	33	0.2	26	0.2
<i>Subtotal</i>	8,690	47.1	4,324	33.3
No Restraint Used	5,300	28.7	6,049	46.6
No Restraint Used, Airbag Deployed	3,067	16.6	1,756	13.5
Restraint Use Unknown	1,383	7.5	846	6.5
Total	18,440	100.0	12,975	100.0
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	904,000	57.5	543,000	62.2
Lap Belt	27,000	1.7	18,000	2.1
Shoulder Belt	8,000	0.5	3,000	0.3
Child Safety Seat	20,000	1.3	18,000	2.1
Type Unknown	50,000	3.2	30,000	3.4
Restraint Used, Airbag Deployed	334,000	21.2	123,000	14.1
<i>Subtotal</i>	1,343,000	85.3	735,000	84.2
No Restraint Used	94,000	6.0	77,000	8.8
No Restraint Used, Airbag Deployed	25,000	1.6	11,000	1.2
Restraint Use Unknown	111,000	7.1	50,000	5.7
Total	1,573,000	100.0	872,000	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

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Table 89

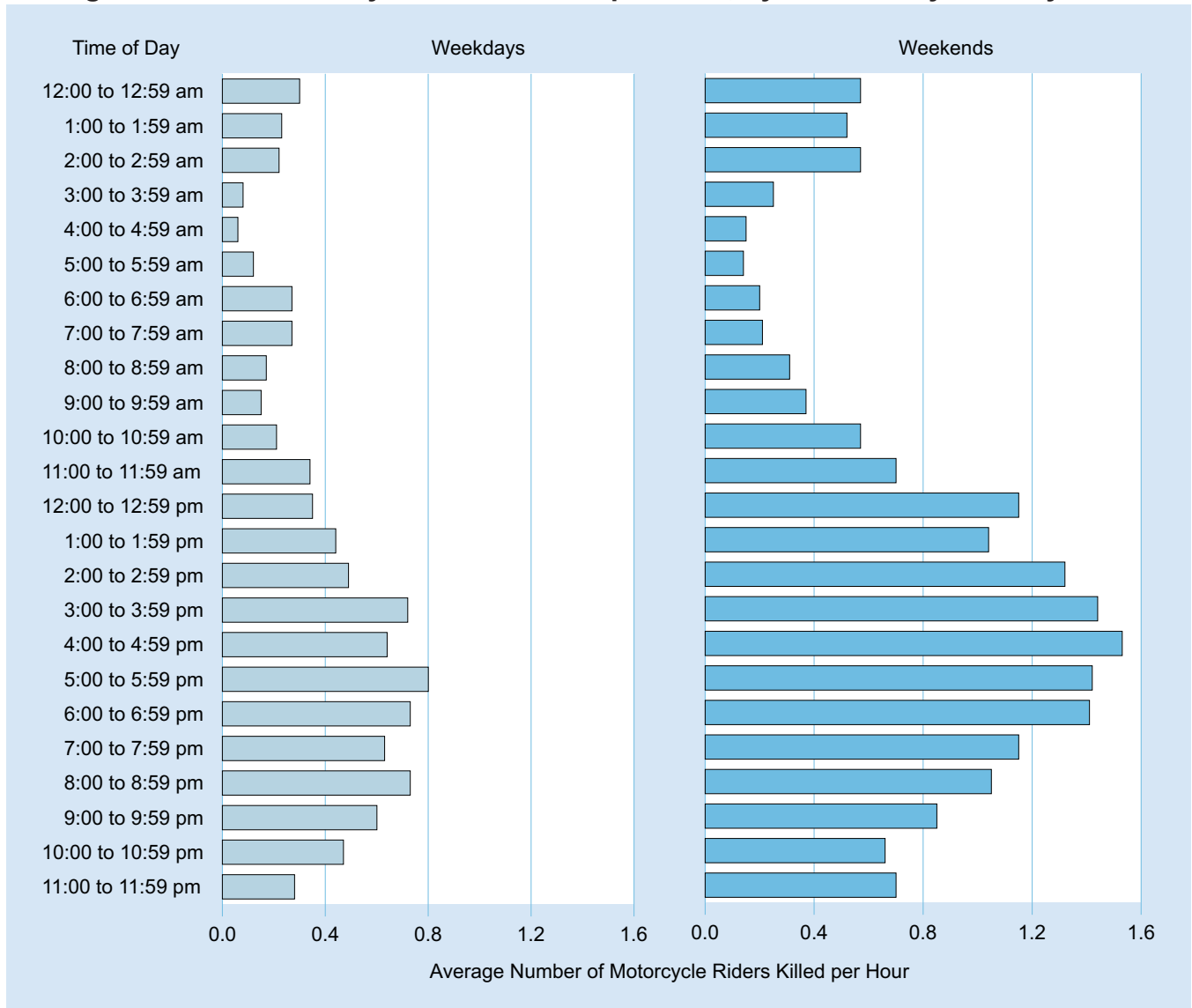
Motorcycle Riders Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcycle Riders Killed						
Midnight to 3 am	156	7.1	261	11.1	417	9.2
3 am to 6 am	55	2.5	86	3.7	141	3.1
6 am to 9 am	182	8.3	76	3.2	258	5.7
9 am to Noon	183	8.3	173	7.4	356	7.8
Noon to 3 pm	333	15.2	369	15.7	702	15.4
3 pm to 6 pm	561	25.6	461	19.6	1,022	22.4
6 pm to 9 pm	435	19.8	567	24.1	1,002	22.0
9 pm to Midnight	280	12.8	347	14.8	627	13.8
Unknown	7	0.3	12	0.5	28	0.6
Total	2,192	100.0	2,352	100.0	*4,553	100.0
Motorcycle Riders Injured						
Midnight to 3 am	1,000	2.8	3,000	8.7	5,000	5.5
3 am to 6 am	1,000	1.2	1,000	2.1	1,000	1.6
6 am to 9 am	4,000	7.9	1,000	1.4	4,000	5.0
9 am to Noon	5,000	10.4	5,000	12.3	10,000	11.3
Noon to 3 pm	8,000	15.9	8,000	19.4	15,000	17.5
3 pm to 6 pm	16,000	34.4	9,000	23.7	26,000	29.6
6 pm to 9 pm	9,000	19.5	7,000	18.9	17,000	19.2
9 pm to Midnight	4,000	7.9	5,000	13.6	9,000	10.5
Total	48,000	100.0	40,000	100.0	87,000	100.0

*Includes 9 motorcycle riders killed on unknown day of week.

Figure 28

Average Number of Motorcycle Riders Killed per Hour, by Time of Day and Day of Week



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Table 90

Motorcycle Riders Killed, by Person Type and Helmet Use

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Operators	2,364	55.9	1,732	40.9	136	3.2	4,232	100.0
Passengers	157	48.9	156	48.6	8	2.5	321	100.0
Total	2,521	55.4	1,888	41.5	144	3.2	4,553	100.0

Table 91

Motorcycle Operators Involved in Fatal Crashes, by Age and License Compliance

Age (Years)	License Compliance					Total
	Not Licensed	No Motorcycle License Required	No Valid Motorcycle License	Valid Motorcycle License	Unknown	
<16	41	2	2	2	0	47
16-20	31	7	97	204	3	342
21-24	16	1	178	341	5	541
25-34	24	1	305	691	6	1,027
35-44	19	2	223	786	8	1,038
45-54	10	2	116	816	8	952
55-64	1	2	41	477	1	522
65-74	3	2	7	132	2	146
>74	0	1	3	31	1	36
Unknown	0	0	0	0	1	1
Total	145	20	972	3,480	35	4,652

Table 92
Pedestrians Killed in School Bus Related Crashes, by Age and Striking Vehicle

Age (Years)	Vehicle Type		Total
	Bus	Other Vehicle	
<5	0	0	0
5-9	7	0	7
10-15	3	3	6
>15	17	0	17
Total	27	3	30

Table 93
Persons Killed or Injured in School Bus Related Crashes, by Person Type

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	5	3.7	1,000	10.3
School Bus Passenger	5	3.7	4,000	33.2
Pedestrian	30	22.4	*	3.4
Pedalcyclist	6	4.5	*	*
Occupant of Other Vehicle	87	64.9	6,000	52.3
Other Nonoccupants	1	0.7	*	0.8
Total	134	100.0	11,000	100.0

*Less than 500 or less than 0.05 percent.

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Table 94
Pedestrians Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
<5	11	9.7	101	89.4	113	100.0
5-9	21	19.4	86	79.6	108	100.0
10-15	35	21.0	132	79.0	167	100.0
16-20	41	14.6	237	84.3	281	100.0
21-24	40	13.5	253	85.5	296	100.0
25-34	75	12.2	531	86.6	613	100.0
35-44	110	13.7	689	85.7	804	100.0
45-54	186	20.6	709	78.7	901	100.0
55-64	151	27.2	403	72.6	555	100.0
65-74	114	28.1	289	71.2	406	100.0
>74	188	32.7	385	67.0	575	100.0
Unknown	12	19.4	39	62.9	62	100.0
Total	984	20.2	3,854	79.0	*4,881	100.0
Pedestrians Injured						
<5	1,000	22.8	2,000	75.4	3,000	100.0
5-9	4,000	48.8	4,000	48.7	7,000	100.0
10-15	4,000	50.8	4,000	46.5	8,000	100.0
16-20	4,000	57.4	3,000	39.9	7,000	100.0
21-24	3,000	49.0	3,000	44.5	6,000	100.0
25-34	3,000	43.1	4,000	51.9	7,000	100.0
35-44	2,000	31.9	5,000	63.6	7,000	100.0
45-54	4,000	48.2	4,000	46.9	8,000	100.0
55-64	3,000	61.7	2,000	33.9	5,000	100.0
65-74	2,000	62.8	1,000	37.2	3,000	100.0
>74	1,000	53.5	1,000	36.9	2,000	100.0
Total	31,000	48.1	31,000	47.9	**64,000	100.0

*Includes 43 pedestrians killed at other or unknown locations.

**Includes 3,000 pedestrians injured at other or unknown locations.

Table 95
Pedestrians Killed or Injured and Fatality and Injury Rates per 100,000 Population, by Age and Sex

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	73	10,381	0.70	40	9,922	0.40	113	20,304	0.56
5-9	61	9,993	0.61	47	9,545	0.49	108	19,539	0.55
10-15	99	12,931	0.77	68	12,313	0.55	167	25,244	0.66
16-20	199	10,696	1.86	82	10,137	0.81	281	20,834	1.35
21-24	225	8,702	2.59	71	8,155	0.87	296	16,857	1.76
25-34	453	20,421	2.22	160	19,722	0.81	613	40,143	1.53
35-44	592	21,940	2.70	212	21,922	0.97	804	43,862	1.83
45-54	688	20,895	3.29	213	21,587	0.99	901	42,482	2.12
55-64	390	14,627	2.67	165	15,729	1.05	555	30,356	1.83
65-74	286	8,529	3.35	120	10,110	1.19	406	18,640	2.18
>74	325	6,883	4.72	250	11,267	2.22	575	18,150	3.17
Unknown	41	*	*	9	*	*	62	*	*
Total	3,432	146,000	2.35	1,437	150,411	0.96	**4,881	296,410	1.65

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	2,000	10,381	16	1,000	9,922	12	3,000	20,304	14
5-9	4,000	9,993	41	3,000	9,545	36	7,000	19,539	38
10-15	5,000	12,931	35	4,000	12,313	29	8,000	25,244	32
16-20	4,000	10,696	41	2,000	10,137	24	7,000	20,834	33
21-24	3,000	8,702	37	3,000	8,155	37	6,000	16,857	37
25-34	4,000	20,421	21	3,000	19,722	14	7,000	40,143	17
35-44	5,000	21,940	25	2,000	21,922	8	7,000	43,862	17
45-54	5,000	20,895	22	4,000	21,587	17	8,000	42,482	20
55-64	3,000	14,627	23	2,000	15,729	11	5,000	30,356	17
65-74	2,000	8,529	18	2,000	10,110	16	3,000	18,640	17
>74	1,000	6,883	19	1,000	11,267	9	2,000	18,150	12
Total	38,000	146,000	26	26,000	150,411	17	64,000	296,410	22

*Not applicable.

**Includes 12 pedestrian fatalities of unknown sex.

***Less than 500.

Note: Totals may not equal sum of components due to independent rounding.

Source: Population—Bureau of the Census.

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Table 96
Pedestrians Killed or Injured, by Time of Day and Day of Week

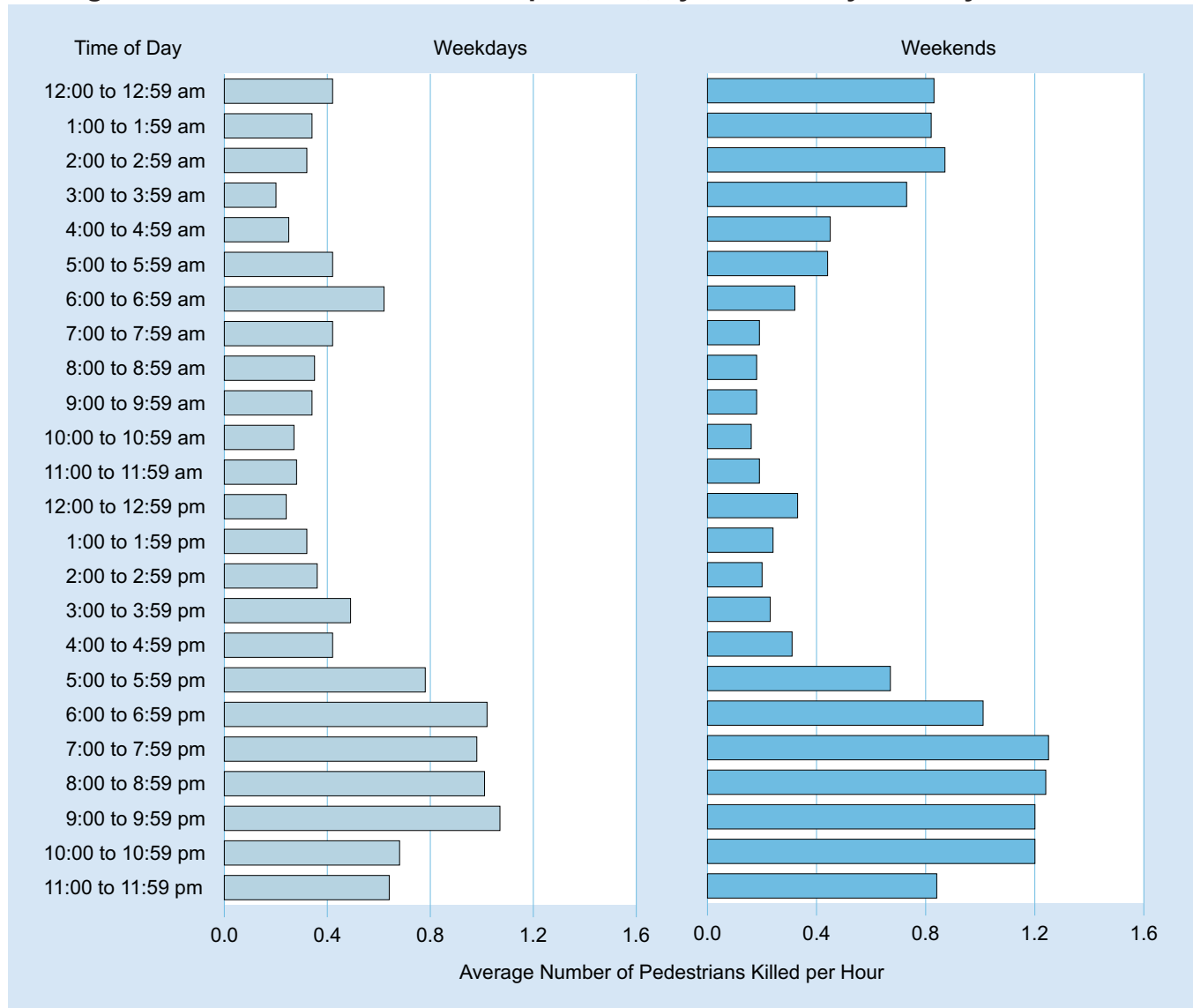
Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
Midnight to 3 am	225	8.0	395	19.2	620	12.7
3 am to 6 am	182	6.5	255	12.4	437	9.0
6 am to 9 am	360	12.8	73	3.6	433	8.9
9 am to Noon	233	8.3	56	2.7	289	5.9
Noon to 3 pm	241	8.5	81	3.9	322	6.6
3 pm to 6 pm	441	15.6	127	6.2	568	11.6
6 pm to 9 pm	627	22.2	550	26.8	1,177	24.1
9 pm to Midnight	498	17.7	509	24.8	1,007	20.6
Unknown	12	0.4	9	0.4	28	0.6
Total	2,819	100.0	2,055	100.0	*4,881	100.0
Pedestrians Injured						
Midnight to 3 am	1,000	1.2	2,000	9.0	2,000	3.6
3 am to 6 am	**	0.7	1,000	5.4	1,000	2.2
6 am to 9 am	8,000	17.2	1,000	3.6	8,000	12.9
9 am to Noon	4,000	9.1	1,000	3.1	5,000	7.2
Noon to 3 pm	7,000	15.4	2,000	12.3	9,000	14.4
3 pm to 6 pm	14,000	31.2	3,000	13.0	16,000	25.5
6 pm to 9 pm	7,000	16.0	7,000	35.2	14,000	22.0
9 pm to Midnight	4,000	9.3	4,000	18.4	8,000	12.1
Total	44,000	100.0	20,000	100.0	64,000	100.0

*Includes 7 pedestrians killed at unknown time of day and day of week.

**Less than 500.

Figure 29

Average Number of Pedestrians Killed per Hour, by Time of Day and Day of Week



Chapter 4 ■ People

Table 97

Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed												
Passenger Car	1,696	92.2	35	1.9	26	1.4	26	1.4	57	3.1	1,840	100.0
Light Truck	1,600	89.6	44	2.5	30	1.7	43	2.4	68	3.8	1,785	100.0
Large Truck	196	70.8	23	8.3	3	1.1	28	10.1	27	9.7	277	100.0
Bus	48	64.9	6	8.1	3	4.1	2	2.7	15	20.3	74	100.0
Other/Unknown	273	60.5	3	0.7	2	0.4	2	0.4	171	37.9	451	100.0
Total	3,813	86.1	111	2.5	64	1.4	101	2.3	338	7.6	4,427	100.0
Pedestrians Injured												
Passenger Car	26,000	68.6	5,000	14.0	4,000	11.8	2,000	4.9	*	0.6	37,000	100.0
Light Truck	17,000	72.1	3,000	14.2	1,000	6.2	2,000	6.6	*	0.9	23,000	100.0
Other	1,000	57.0	*	11.6	*	20.5	*	6.7	*	4.2	2,000	100.0
Total	43,000	69.6	9,000	14.0	6,000	10.0	3,000	5.6	1,000	0.8	62,000	100.0

*Less than 500.

Table 98

Pedestrians Killed, by Related Factors

Factors	Number	Percent
Improper crossing of roadway or intersection	1,024	21.0
Walking, playing, working, etc., in roadway	1,021	20.9
Failure to yield right of way	586	12.0
Darting or running into road	551	11.3
Not visible.	512	10.5
Inattentive (talking, eating, etc.)	119	2.4
Failure to obey traffic signs, signals, or officer.	58	1.2
Physical impairment.	37	0.8
Emotional (e.g., depression, angry, disturbed)	25	0.5
Ill, blackout	16	0.3
Nonoccupant pushing vehicle	12	0.2
Getting on/off/in/out of transport vehicle	11	0.2
Other factors	160	3.3
None reported	1,962	40.2
Unknown	87	1.8
Total Pedestrians	4,881	100.0

Note: The sum of the numbers and percentages is greater than total pedestrians killed as more than one factor may be present for the same pedestrian.

Table 99
Pedalcyclists Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
<5	1	9.1	10	90.9	11	100.0
5-9	20	52.6	18	47.4	38	100.0
10-15	40	42.1	54	56.8	95	100.0
16-20	10	21.3	36	76.6	47	100.0
21-24	9	22.0	32	78.0	41	100.0
25-34	20	26.3	55	72.4	76	100.0
35-44	37	24.7	112	74.7	150	100.0
45-54	40	25.6	115	73.7	156	100.0
55-64	20	24.7	61	75.3	81	100.0
65-74	18	37.5	30	62.5	48	100.0
>74	14	42.4	19	57.6	33	100.0
Unknown	1	12.5	5	62.5	8	100.0
Total	230	29.3	547	69.8	*784	100.0
Pedalcyclists Injured						
<5	***	36.4	***	63.6	***	100.0
5-9	2,000	44.0	2,000	54.6	4,000	100.0
10-15	6,000	50.6	5,000	48.9	11,000	100.0
16-20	4,000	65.9	2,000	33.8	6,000	100.0
21-24	1,000	52.7	1,000	46.7	3,000	100.0
25-34	4,000	72.5	1,000	26.4	5,000	100.0
35-44	3,000	71.1	1,000	27.7	4,000	100.0
45-54	3,000	62.7	2,000	37.3	6,000	100.0
55-64	5,000	81.8	1,000	17.8	6,000	100.0
65-74	***	53.8	***	46.2	1,000	100.0
>74	***	93.1	***	6.9	***	100.0
Total	28,000	61.8	17,000	37.6	45,000	100.0

*Includes 7 pedalcyclists killed at other or unknown location.

***Less than 500.

Chapter 4 ■ People

Table 100

Pedalcyclists Killed or Injured and Fatality and Injury Rates per 100,000 Population, by Age and Sex

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	7	10,381	0.07	4	9,922	0.04	11	20,304	0.05
5-9	25	9,993	0.25	13	9,545	0.14	38	19,539	0.19
10-15	84	12,931	0.65	11	12,313	0.09	95	25,244	0.38
16-20	44	10,696	0.41	3	10,137	0.03	47	20,834	0.23
21-24	35	8,702	0.40	6	8,155	0.07	41	16,857	0.24
25-34	62	20,421	0.30	14	19,722	0.07	76	40,143	0.19
35-44	132	21,940	0.60	18	21,922	0.08	150	43,862	0.34
45-54	143	20,895	0.68	13	21,587	0.06	156	42,482	0.37
55-64	73	14,627	0.50	8	15,729	0.05	81	30,356	0.27
65-74	42	8,529	0.49	6	10,110	0.06	48	18,640	0.26
>74	31	6,883	0.45	2	11,267	0.02	33	18,150	0.18
Unknown	6	*	*	0	*	*	8	*	*
Total	684	146,000	0.47	98	150,411	0.07	**784	296,410	0.26

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	***	10,381	1	***	9,922	1	***	20,304	1
5-9	3,000	9,993	32	1,000	9,545	12	4,000	19,539	22
10-15	9,000	12,931	68	2,000	12,313	19	11,000	25,244	44
16-20	4,000	10,696	39	2,000	10,137	19	6,000	20,834	29
21-24	2,000	8,702	21	1,000	8,155	9	3,000	16,857	15
25-34	4,000	20,421	21	1,000	19,722	4	5,000	40,143	13
35-44	3,000	21,940	14	1,000	21,922	3	4,000	43,862	8
45-54	5,000	20,895	23	1,000	21,587	4	6,000	42,482	13
55-64	5,000	14,627	35	1,000	15,729	4	6,000	30,356	19
65-74	1,000	8,529	9	***	10,110	1	1,000	18,640	5
>74	***	6,883	3	***	11,267	****	***	18,150	1
Total	36,000	146,000	25	9,000	150,411	6	45,000	296,410	15

*Not applicable.

**Includes 2 pedalcyclists killed at other or unknown locations.

***Less than 500.

****Less than 0.5.

Source: Population—Bureau of the Census.

Notes: Totals may not equal sum of components due to independent rounding.

Table 101
Pedalcyclists Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
Midnight to 3 am	27	5.3	27	9.9	54	6.9
3 am to 6 am	16	3.1	16	5.9	32	4.1
6 am to 9 am	54	10.6	11	4.0	65	8.3
9 am to Noon	64	12.6	22	8.1	86	11.0
Noon to 3 pm	61	12.0	28	10.3	89	11.4
3 pm to 6 pm	119	23.4	37	13.6	156	19.9
6 pm to 9 pm	105	20.6	76	27.9	181	23.1
9 pm to Midnight	60	11.8	53	19.5	113	14.4
Unknown	3	0.6	2	0.7	8	1.0
Total	509	100.0	272	100.0	*784	100.0
Pedalcyclists Injured						
Midnight to 3 am	**	0.7	**	2.0	**	1.0
3 am to 6 am	**	1.4	**	1.3	1,000	1.4
6 am to 9 am	3,000	9.5	**	2.7	4,000	7.8
9 am to Noon	4,000	12.5	1,000	9.6	5,000	11.7
Noon to 3 pm	7,000	19.4	1,000	11.5	8,000	17.4
3 pm to 6 pm	9,000	27.2	3,000	26.3	12,000	26.9
6 pm to 9 pm	8,000	24.2	4,000	33.8	12,000	26.7
9 pm to Midnight	2,000	5.1	1,000	12.9	3,000	7.1
Total	34,000	100.0	12,000	100.0	45,000	100.0

*Includes 3 pedalcyclists killed at unknown time of day and day of week.

**Less than 500.

Chapter 4 ■ People

Table 102

Pedalcyclists Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed												
Passenger Car	270	91.8	10	3.4	7	2.4	2	0.7	5	1.7	294	100.0
Light Truck	260	85.2	23	7.5	12	3.9	5	1.6	5	1.6	305	100.0
Large Truck	41	49.4	22	26.5	5	6.0	5	6.0	10	12.0	83	100.0
Bus	9	60.0	2	13.3	1	6.7	2	13.3	1	6.7	15	100.0
Other/Unknown	40	69.0	1	1.7	0	0.0	0	0.0	17	29.3	58	100.0
Total	620	82.1	58	7.7	25	3.3	14	1.9	38	5.0	755	100.0
Pedalcyclists Injured												
Passenger Car	16,000	62.6	6,000	25.5	3,000	10.1	*	1.8	*	0.1	25,000	100.0
Light Truck	11,000	57.9	5,000	26.3	3,000	15.0	*	0.8	*	*	19,000	100.0
Other	*	47.5	*	42.1	*	6.2	*	4.3	*	*	1,000	100.0
Total	27,000	60.4	12,000	26.1	5,000	12.1	1,000	1.4	*	*	45,000	100.0

*Less than 500 or less than 0.05 percent.

Table 103

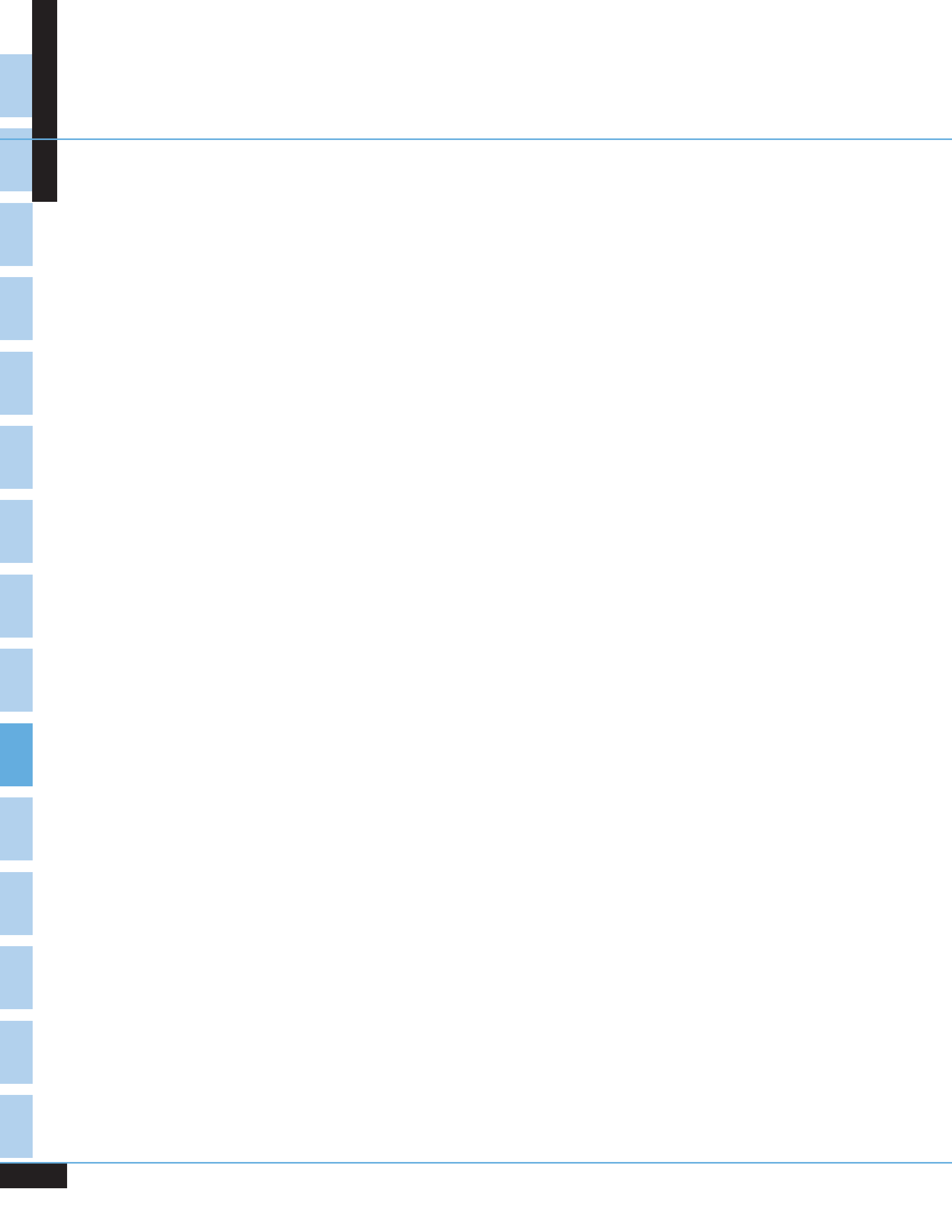
Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	102	13.0
Walking, playing, working, etc., in roadway	83	10.6
Improper crossing of roadway or intersection	58	7.4
Darting into road.	56	7.1
Failure to obey (e.g., signs, control devices, officers)	49	6.3
Not visible.	46	5.9
Operating without required equipment.	26	3.3
Inattentive (talking, eating, etc.)	23	2.9
Failure to keep in proper lane or running off road	21	2.7
Riding on wrong side of road	21	2.7
Making improper turn	15	1.9
Improper lane changing	13	1.7
Improper entry to or exit from trafficway.	8	1.0
Failing to have lights on when required	4	0.5
Erratic, reckless, careless, or negligent operation	1	0.1
Other factors	31	4.0
None reported	377	48.1
Unknown	12	1.5
Total Pedalcyclists.	784	100.0

Note: The sum of the numbers and percentages is greater than total pedalcyclists killed as more than one factor may be present for the same pedalcyclist.

Chapter 5

STATES



CHAPTER 5 ■ STATES

Fatal crash and fatality statistics for each of the 50 states, the District of Columbia, and Puerto Rico are presented in this chapter. Several tables display state fatality rates based on population, licensed drivers, and registered vehicles. The last three tables describe each state's occupant restraint laws, motorcycle helmet laws, and driver's blood alcohol concentration laws. Below are some of the state statistics you will find in this chapter:

- Traffic fatalities increased by 1.4 percent from 2004 to 2005 for the nation as a whole. Twenty-six states and the District of Columbia showed increases, ranging from less than 1 percent to as much as 23 percent.
- The pedestrian fatality rate per 100,000 population was 1.65 for the nation. Florida had the highest rate (3.24) and New Hampshire had the lowest (0.38).
- About 1.8 percent of all traffic crash fatalities in 2005 were pedalcyclists. South Dakota and Vermont reported no pedalcyclists killed.
- In 2005, all 50 states, the District of Columbia, and Puerto Rico had safety belt use laws. All 50 states, the District of Columbia, and Puerto Rico also had laws requiring children of certain ages to be restrained in child safety seats.
- Motorcycle helmets were required for all riders in 20 states, the District of Columbia, and Puerto Rico in 2005. Twenty-seven states had helmet requirements with exceptions (age, rider type, roadway type), and three states did not require helmets at all.
- In 2005, it was a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of .08 g/dl or above in all 50 states, the District of Columbia, and Puerto Rico.

Chapter 5 ■ States

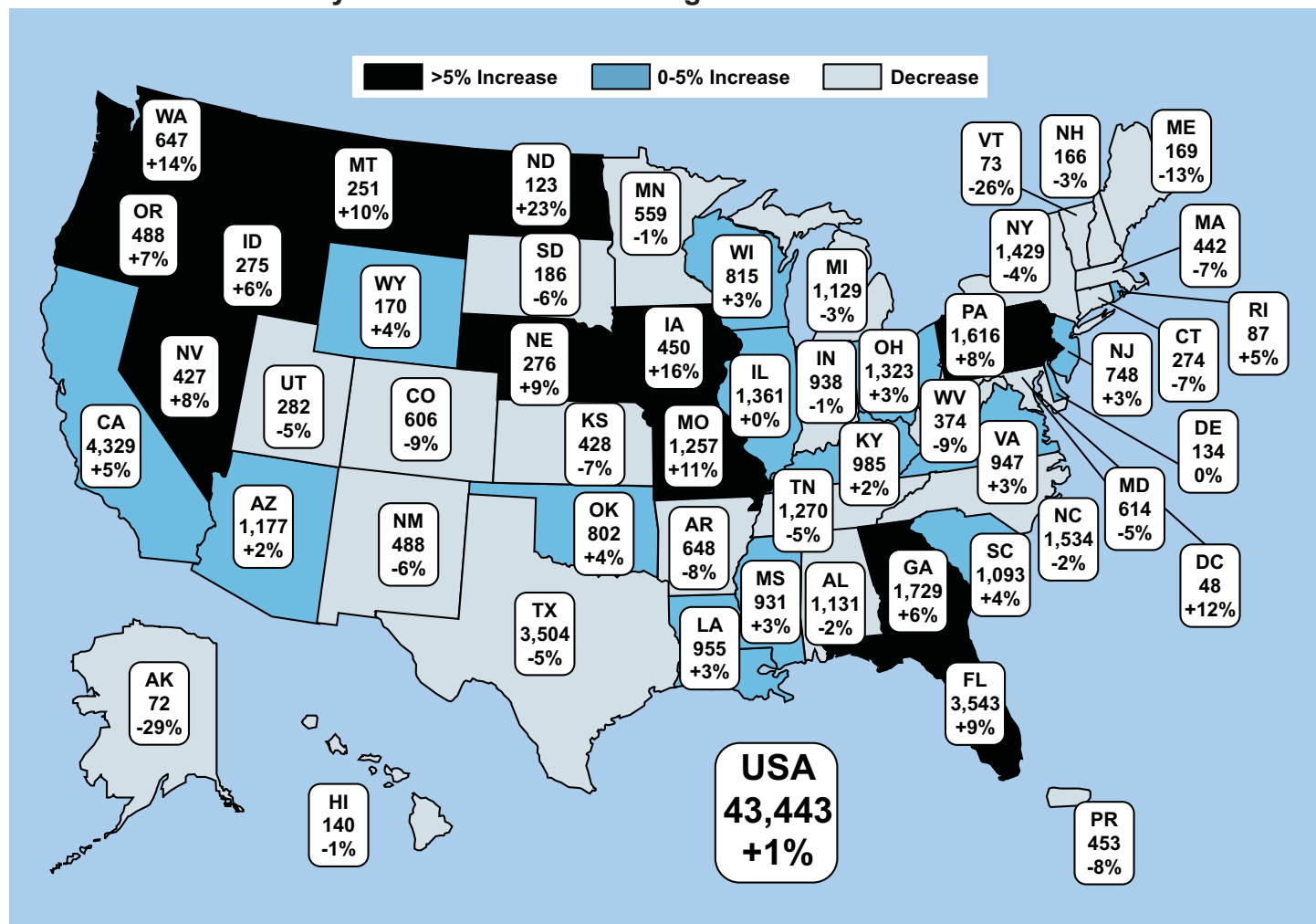
Table 104

2005 Traffic Fatalities by State and Percent Change from 2004

State	Fatalities			State	Fatalities		
	2004	2005	Percent Change		2004	2005	Percent Change
AL	1,154	1,131	-2	NE	254	276	+9
AK	101	72	-29	NV	395	427	+8
AZ	1,151	1,177	+2	NH	171	166	-3
AR	703	648	-8	NJ	723	748	+3
CA	4,120	4,329	+5	NM	521	488	-6
CO	667	606	-9	NY	1,495	1,429	-4
CT	294	274	-7	NC	1,573	1,534	-2
DE	134	134	0	ND	100	123	+23
DC	43	48	+12	OH	1,286	1,323	+3
FL	3,244	3,543	+9	OK	774	802	+4
GA	1,634	1,729	+6	OR	456	488	+7
HI	142	140	-1	PA	1,490	1,616	+8
ID	260	275	+6	RI	83	87	+5
IL	1,355	1,361	+0	SC	1,046	1,093	+4
IN	947	938	-1	SD	197	186	-6
IA	388	450	+16	TN	1,339	1,270	-5
KS	459	428	-7	TX	3,699	3,504	-5
KY	964	985	+2	UT	296	282	-5
LA	927	955	+3	VT	98	73	-26
ME	194	169	-13	VA	922	947	+3
MD	643	614	-5	WA	567	647	+14
MA	476	442	-7	WV	410	374	-9
MI	1,159	1,129	-3	WI	792	815	+3
MN	567	559	-1	WY	164	170	+4
MS	900	931	+3	USA	42,836	43,443	+1
MO	1,130	1,257	+11	PR	495	453	-8
MT	229	251	+10				

Figure 30

2005 Traffic Fatalities by State and Percent Change from 2004



Chapter 5 ■ States

Table 105
Fatal Crashes, by State and First Harmful Event

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Nonoccupant		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	420	41.5	81	8.0	387	38.3	27	2.7	89	8.8	7	0.7	1,011	100.0
AK	30	46.2	9	13.8	20	30.8	2	3.1	3	4.6	1	1.5	65	100.0
AZ	399	38.5	181	17.5	178	17.2	19	1.8	195	18.8	12	1.2	1,036	100.0
AR	245	41.5	36	6.1	188	31.9	21	3.6	91	15.4	9	1.5	590	100.0
CA	1,350	35.1	799	20.8	1,108	28.8	121	3.1	423	11.0	45	1.2	3,846	100.0
CO	198	35.7	53	9.6	181	32.7	19	3.4	93	16.8	10	1.8	554	100.0
CT	89	34.1	33	12.6	109	41.8	6	2.3	18	6.9	6	2.3	261	100.0
DE	54	45.8	12	10.2	37	31.4	5	4.2	8	6.8	2	1.7	118	100.0
DC	11	25.0	18	40.9	14	31.8	0	0.0	0	0.0	1	2.3	44	100.0
FL	1,319	41.3	686	21.5	754	23.6	61	1.9	327	10.2	44	1.4	3,194	100.0
GA	688	43.5	169	10.7	540	34.1	30	1.9	140	8.8	15	0.9	1,582	100.0
HI	40	31.0	40	31.0	39	30.2	3	2.3	5	3.9	2	1.6	129	100.0
ID	83	34.2	10	4.1	82	33.7	5	2.1	57	23.5	6	2.5	243	100.0
IL	518	42.1	183	14.9	369	30.0	52	4.2	94	7.6	14	1.1	1,230	100.0
IN	375	43.9	69	8.1	302	35.3	34	4.0	54	6.3	21	2.5	855	100.0
IA	182	45.7	35	8.8	93	23.4	11	2.8	73	18.3	4	1.0	398	100.0
KS	167	43.5	29	7.6	106	27.6	11	2.9	64	16.7	7	1.8	384	100.0
KY	360	40.7	62	7.0	387	43.7	18	2.0	51	5.8	7	0.8	885	100.0
LA	351	40.6	119	13.8	262	30.3	38	4.4	80	9.2	15	1.7	865	100.0
ME	52	34.4	11	7.3	63	41.7	7	4.6	15	9.9	3	2.0	151	100.0
MD	256	44.4	106	18.4	168	29.1	16	2.8	29	5.0	2	0.3	577	100.0
MA	139	33.3	81	19.4	156	37.3	13	3.1	26	6.2	3	0.7	418	100.0
MI	486	47.2	149	14.5	272	26.4	37	3.6	77	7.5	9	0.9	1,030	100.0
MN	232	46.4	51	10.2	125	25.0	15	3.0	70	14.0	7	1.4	500	100.0
MS	297	35.4	77	9.2	312	37.1	34	4.0	119	14.2	1	0.1	840	100.0
MO	417	37.3	90	8.1	432	38.7	35	3.1	134	12.0	9	0.8	1,117	100.0
MT	47	21.0	16	7.1	52	23.2	14	6.3	87	38.8	8	3.6	224	100.0
NE	104	43.7	11	4.6	42	17.6	14	5.9	66	27.7	1	0.4	238	100.0
NV	149	39.3	68	17.9	77	20.3	14	3.7	67	17.7	4	1.1	379	100.0
NH	60	38.5	9	5.8	70	44.9	2	1.3	7	4.5	8	5.1	156	100.0

Table 105
Fatal Crashes, by State and First Harmful Event (Continued)

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Nonoccupant		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	252	36.5	160	23.2	224	32.4	23	3.3	24	3.5	8	1.2	691	100.0
NM	133	31.7	65	15.5	58	13.8	8	1.9	152	36.2	4	1.0	420	100.0
NY	437	32.9	349	26.3	440	33.2	39	2.9	41	3.1	21	1.6	1,327	100.0
NC	575	40.9	192	13.7	489	34.8	23	1.6	108	7.7	18	1.3	1,405	100.0
ND	30	28.6	10	9.5	17	16.2	8	7.6	39	37.1	1	1.0	105	100.0
OH	565	46.2	105	8.6	454	37.1	37	3.0	48	3.9	15	1.2	1,224	100.0
OK	293	41.3	52	7.3	268	37.7	14	2.0	78	11.0	5	0.7	710	100.0
OR	177	39.9	58	13.1	126	28.4	11	2.5	65	14.6	7	1.6	444	100.0
PA	591	39.5	162	10.8	610	40.7	52	3.5	65	4.3	14	0.9	1,497	100.0
RI	25	31.3	15	18.8	36	45.0	1	1.3	2	2.5	1	1.3	80	100.0
SC	365	37.2	107	10.9	413	42.1	18	1.8	72	7.3	5	0.5	980	100.0
SD	52	32.9	15	9.5	27	17.1	4	2.5	60	38.0	0	0.0	158	100.0
TN	446	38.4	78	6.7	499	43.0	22	1.9	106	9.1	9	0.8	1,160	100.0
TX	1,236	39.8	422	13.6	817	26.3	92	3.0	480	15.5	57	1.8	3,104	100.0
UT	96	40.9	23	9.8	28	11.9	4	1.7	73	31.1	11	4.7	235	100.0
VT	25	36.8	3	4.4	34	50.0	1	1.5	5	7.4	0	0.0	68	100.0
VA	284	32.4	107	12.2	353	40.3	14	1.6	38	4.3	80	9.1	876	100.0
WA	207	35.9	83	14.4	201	34.8	22	3.8	62	10.7	2	0.3	577	100.0
WV	114	32.9	21	6.1	147	42.4	16	4.6	39	11.2	10	2.9	347	100.0
WI	293	41.0	55	7.7	236	33.1	26	3.6	97	13.6	7	1.0	714	100.0
WY	43	29.3	8	5.4	37	25.2	3	2.0	50	34.0	6	4.1	147	100.0
USA	15,357	39.2	5,383	13.7	12,439	31.7	1,122	2.9	4,266	10.9	564	1.4	*39,189	100.0
PR	128	29.6	133	30.7	137	31.6	10	2.3	8	1.8	17	3.9	433	100.0

*Total includes 58 crashes with unknown first harmful event.

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Table 106
Fatal Crashes, by State and Roadway Function Class

State	Roadway Function Class								Total Fatal Crashes
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
AL	58	51	99	165	186	294	123	35	1,011
AK	23	6	0	3	10	15	6	2	65
AZ	127	59	34	244	186	150	58	178	1,036
AR	64	17	11	156	113	120	109	0	590
CA	214	349	329	1,023	1,043	606	266	16	3,846
CO	48	35	23	194	110	88	56	0	554
CT	1	38	16	54	68	36	46	2	261
DE	0	11	0	33	11	28	23	12	118
DC	0	3	0	0	0	0	41	0	44
FL	132	265	90	1,011	374	51	1,040	231	3,194
GA	96	72	13	271	323	257	203	347	1,582
HI	1	5	5	42	32	26	15	3	129
ID	31	6	0	74	32	62	23	15	243
IL	58	111	11	322	305	239	179	5	1,230
IN	74	29	0	1	129	226	396	0	855
IA	37	5	3	118	57	116	62	0	398
KS	34	2	6	118	77	89	58	0	384
KY	50	30	7	184	127	336	150	1	885
LA	81	50	3	166	148	236	174	7	865
ME	17	1	0	30	20	53	25	5	151
MD	19	52	45	187	116	89	68	1	577
MA	1	62	110	6	138	46	53	2	418
MI	33	72	24	259	231	233	177	1	1,030
MN	31	24	6	107	138	117	77	0	500
MS	86	11	26	98	27	426	163	3	840
MO	103	78	78	221	177	270	190	0	1,117
MT	35	4	2	64	52	28	35	4	224
NE	27	7	3	67	46	38	50	0	238
NV	31	18	8	105	76	30	63	48	379
NH	11	8	3	18	25	49	38	4	156

Table 106
Fatal Crashes, by State and Roadway Function Class (Continued)

State	Roadway Function Class								Total Fatal Crashes
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	18	68	57	228	143	80	97	0	691
NM	125	9	12	52	68	72	25	57	420
NY	36	49	83	327	305	262	261	4	1,327
NC	64	58	18	225	178	397	465	0	1,405
ND	14	1	0	25	19	13	33	0	105
OH	58	81	111	140	201	391	239	3	1,224
OK	56	36	17	150	137	132	182	0	710
OR	25	8	3	153	105	107	42	1	444
PA	77	45	44	372	373	307	276	3	1,497
RI	2	12	9	29	20	5	3	0	80
SC	109	11	7	221	266	305	0	61	980
SD	20	1	1	43	27	36	30	0	158
TN	71	72	2	33	43	27	20	892	1,160
TX	215	301	183	626	357	587	829	6	3,104
UT	58	25	0	11	66	1	74	0	235
VT	5	0	2	16	12	17	16	0	68
VA	56	67	13	198	192	214	134	2	876
WA	34	19	11	148	117	142	103	3	577
WV	45	11	6	83	57	100	45	0	347
WI	25	19	15	192	132	198	133	0	714
WY	38	3	0	42	22	26	13	3	147
USA	2,674	2,377	1,549	8,655	7,217	7,773	6,987	1,957	39,189
PR	32	43	14	89	101	105	49	0	433

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Table 107
Fatalities, by State and Roadway Function Class

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
AL	74	58	107	190	207	323	132	40	1,131
AK	27	6	0	3	10	18	6	2	72
AZ	151	69	38	280	199	179	61	200	1,177
AR	74	19	11	177	125	129	113	0	648
CA	270	391	367	1,151	1,170	680	280	20	4,329
CO	51	37	25	211	123	98	61	0	606
CT	1	40	16	56	70	39	50	2	274
DE	0	11	0	40	11	32	26	14	134
DC	0	5	0	0	0	0	43	0	48
FL	164	301	100	1,131	413	55	1,124	255	3,543
GA	113	81	14	311	354	272	215	369	1,729
HI	1	6	5	45	38	27	15	3	140
ID	34	8	0	89	34	69	25	16	275
IL	75	120	12	362	327	263	197	5	1,361
IN	83	31	0	1	142	250	431	0	938
IA	46	7	3	138	57	129	70	0	450
KS	40	2	6	135	84	100	61	0	428
KY	62	38	7	209	142	366	160	1	985
LA	105	55	3	179	161	257	188	7	955
ME	20	1	0	35	20	60	27	6	169
MD	22	55	47	194	123	99	73	1	614
MA	1	65	117	7	145	47	58	2	442
MI	39	80	30	286	245	249	199	1	1,129
MN	42	24	6	125	147	130	85	0	559
MS	97	13	27	115	29	469	175	6	931
MO	130	86	86	249	197	305	204	0	1,257
MT	40	4	2	73	59	30	39	4	251
NE	38	7	3	78	52	42	56	0	276
NV	37	19	9	122	88	33	64	55	427
NH	11	8	3	21	27	50	42	4	166

Table 107
Fatalities, by State and Roadway Function Class (Continued)

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	18	74	62	248	160	84	102	0	748
NM	152	9	12	64	82	86	25	58	488
NY	46	54	99	345	329	274	278	4	1,429
NC	79	64	18	263	190	428	492	0	1,534
ND	15	1	0	36	20	14	37	0	123
OH	68	84	112	158	215	426	257	3	1,323
OK	66	41	19	174	154	140	208	0	802
OR	30	8	3	172	114	113	46	2	488
PA	81	51	46	407	403	327	295	6	1,616
RI	2	13	10	32	22	5	3	0	87
SC	117	11	7	251	301	339	0	67	1,093
SD	23	1	1	52	30	46	33	0	186
TN	84	78	2	36	48	29	23	970	1,270
TX	262	360	205	705	418	652	895	7	3,504
UT	82	30	0	12	76	1	81	0	282
VT	5	0	3	19	12	17	17	0	73
VA	63	71	13	218	210	232	138	2	947
WA	42	19	11	171	132	159	107	6	647
WV	53	13	6	90	61	106	45	0	374
WI	34	25	17	223	151	211	154	0	815
WY	46	4	0	48	27	26	15	4	170
USA	3,216	2,658	1,690	9,737	7,954	8,515	7,531	2,142	43,443
PR	39	45	15	89	104	110	51	0	453

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Table 108

Persons Killed, Licensed Drivers, Registered Vehicles, Population, and Fatality Rates by State

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
AL	—	—	—	—	4,558	24.81	1,131
AK	—	—	—	—	664	10.85	72
AZ	—	—	—	—	5,939	19.82	1,177
AR	—	—	—	—	2,779	23.32	648
CA	—	—	—	—	36,132	11.98	4,329
CO	—	—	—	—	4,665	12.99	606
CT	—	—	—	—	3,510	7.81	274
DE	—	—	—	—	844	15.89	134
DC	—	—	—	—	551	8.72	48
FL	—	—	—	—	17,790	19.92	3,543
GA	—	—	—	—	9,073	19.06	1,729
HI	—	—	—	—	1,275	10.98	140
ID	—	—	—	—	1,429	19.24	275
IL	—	—	—	—	12,763	10.66	1,361
IN	—	—	—	—	6,272	14.96	938
IA	—	—	—	—	2,966	15.17	450
KS	—	—	—	—	2,745	15.59	428
KY	—	—	—	—	4,173	23.60	985
LA	—	—	—	—	4,524	21.11	955
ME	—	—	—	—	1,322	12.79	169
MD	—	—	—	—	5,600	10.96	614
MA	—	—	—	—	6,399	6.91	442
MI	—	—	—	—	10,121	11.16	1,129
MN	—	—	—	—	5,133	10.89	559
MS	—	—	—	—	2,921	31.87	931
MO	—	—	—	—	5,800	21.67	1,257
MT	—	—	—	—	936	26.83	251
NE	—	—	—	—	1,759	15.69	276
NV	—	—	—	—	2,415	17.68	427
NH	—	—	—	—	1,310	12.67	166

Note: 2005 data not yet available by state for licensed drivers and registered vehicles.

Table 108

Persons Killed, Licensed Drivers, Registered Vehicles, Population, and Fatality Rates by State (Continued)

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
NJ	—	—	—	—	8,718	8.58	748
NM	—	—	—	—	1,928	25.31	488
NY	—	—	—	—	19,255	7.42	1,429
NC	—	—	—	—	8,683	17.67	1,534
ND	—	—	—	—	637	19.32	123
OH	—	—	—	—	11,464	11.54	1,323
OK	—	—	—	—	3,548	22.61	802
OR	—	—	—	—	3,641	13.40	488
PA	—	—	—	—	12,430	13.00	1,616
RI	—	—	—	—	1,076	8.08	87
SC	—	—	—	—	4,255	25.69	1,093
SD	—	—	—	—	776	23.97	186
TN	—	—	—	—	5,963	21.30	1,270
TX	—	—	—	—	22,860	15.33	3,504
UT	—	—	—	—	2,470	11.42	282
VT	—	—	—	—	623	11.72	73
VA	—	—	—	—	7,567	12.51	947
WA	—	—	—	—	6,288	10.29	647
WV	—	—	—	—	1,817	20.59	374
WI	—	—	—	—	5,536	14.72	815
WY	—	—	—	—	509	33.38	170
USA	—	—	—	—	296,410	14.66	43,443
PR	—	—	—	—	3,912	11.58	453

Notes: 2005 data not yet available by state for licensed drivers and registered vehicles. Some states include restricted driver licenses and graduated driver licenses in their licensed driver counts.

Sources: Fatalities—Fatality Analysis Reporting System (FARS); Licensed Drivers (estimated)—Federal Highway Administration; Registered Vehicles for USA—R.L. Polk & Co. and Federal Highway Administration; Population—Bureau of the Census.

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Table 109
Persons Killed, by State and Person Type

State	Person Type												Total Killed	
	Driver		Passenger		Motorcycle Rider		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	729	64.5	254	22.5	61	5.4	72	6.4	13	1.1	2	0.2	1,131	100.0
AK	41	56.9	18	25.0	4	5.6	7	9.7	1	1.4	1	1.4	72	100.0
AZ	541	46.0	306	26.0	124	10.5	157	13.3	35	3.0	14	1.2	1,177	100.0
AR	419	64.7	124	19.1	63	9.7	37	5.7	3	0.5	2	0.3	648	100.0
CA	1,856	42.9	1,117	25.8	469	10.8	742	17.1	115	2.7	30	0.7	4,329	100.0
CO	314	51.8	148	24.4	87	14.4	48	7.9	8	1.3	1	0.2	606	100.0
CT	136	49.6	56	20.4	43	15.7	34	12.4	3	1.1	2	0.7	274	100.0
DE	71	53.0	29	21.6	21	15.7	11	8.2	2	1.5	0	0.0	134	100.0
DC	14	29.2	9	18.8	6	12.5	16	33.3	3	6.3	0	0.0	48	100.0
FL	1,606	45.3	725	20.5	469	13.2	576	16.3	124	3.5	43	1.2	3,543	100.0
GA	1,025	59.3	378	21.9	144	8.3	150	8.7	23	1.3	9	0.5	1,729	100.0
HI	51	36.4	19	13.6	30	21.4	35	25.0	4	2.9	1	0.7	140	100.0
ID	165	60.0	72	26.2	26	9.5	9	3.3	3	1.1	0	0.0	275	100.0
IL	698	51.3	311	22.9	157	11.5	164	12.0	22	1.6	9	0.7	1,361	100.0
IN	555	59.2	193	20.6	110	11.7	63	6.7	13	1.4	4	0.4	938	100.0
IA	266	59.1	102	22.7	45	10.0	24	5.3	11	2.4	2	0.4	450	100.0
KS	269	62.9	95	22.2	35	8.2	24	5.6	4	0.9	1	0.2	428	100.0
KY	615	62.4	211	21.4	89	9.0	54	5.5	12	1.2	4	0.4	985	100.0
LA	549	57.5	196	20.5	75	7.9	109	11.4	21	2.2	5	0.5	955	100.0
ME	94	55.6	47	27.8	15	8.9	9	5.3	3	1.8	1	0.6	169	100.0
MD	296	48.2	120	19.5	85	13.8	102	16.6	7	1.1	4	0.7	614	100.0
MA	235	53.2	67	15.2	55	12.4	76	17.2	5	1.1	4	0.9	442	100.0
MI	592	52.4	247	21.9	124	11.0	137	12.1	25	2.2	4	0.4	1,129	100.0
MN	326	58.3	120	21.5	58	10.4	44	7.9	7	1.3	4	0.7	559	100.0
MS	596	64.0	219	23.5	39	4.2	72	7.7	5	0.5	0	0.0	931	100.0
MO	779	62.0	280	22.3	91	7.2	88	7.0	8	0.6	11	0.9	1,257	100.0
MT	138	55.0	62	24.7	28	11.2	13	5.2	4	1.6	6	2.4	251	100.0
NE	171	62.0	71	25.7	17	6.2	8	2.9	3	1.1	6	2.2	276	100.0
NV	209	48.9	88	20.6	56	13.1	63	14.8	10	2.3	1	0.2	427	100.0
NH	87	52.4	26	15.7	44	26.5	5	3.0	3	1.8	1	0.6	166	100.0

Table 109
Persons Killed, by State and Person Type (Continued)

State	Person Type												Total Killed	
	Driver		Passenger		Motorcycle Rider		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	368	49.2	148	19.8	61	8.2	154	20.6	17	2.3	0	0.0	748	100.0
NM	243	49.8	141	28.9	38	7.8	61	12.5	5	1.0	0	0.0	488	100.0
NY	634	44.4	252	17.6	161	11.3	321	22.5	47	3.3	14	1.0	1,429	100.0
NC	861	56.1	313	20.4	152	9.9	164	10.7	36	2.3	8	0.5	1,534	100.0
ND	80	65.0	26	21.1	6	4.9	9	7.3	2	1.6	0	0.0	123	100.0
OH	758	57.3	275	20.8	178	13.5	95	7.2	13	1.0	4	0.3	1,323	100.0
OK	473	59.0	193	24.1	77	9.6	50	6.2	7	0.9	2	0.2	802	100.0
OR	276	56.6	102	20.9	48	9.8	48	9.8	11	2.3	3	0.6	488	100.0
PA	909	56.3	312	19.3	205	12.7	159	9.8	18	1.1	13	0.8	1,616	100.0
RI	38	43.7	20	23.0	14	16.1	14	16.1	1	1.1	0	0.0	87	100.0
SC	622	56.9	250	22.9	106	9.7	98	9.0	16	1.5	1	0.1	1,093	100.0
SD	98	52.7	51	27.4	22	11.8	14	7.5	0	0.0	1	0.5	186	100.0
TN	789	62.1	266	20.9	128	10.1	70	5.5	10	0.8	7	0.6	1,270	100.0
TX	1,761	50.3	897	25.6	360	10.3	419	12.0	46	1.3	21	0.6	3,504	100.0
UT	139	49.3	97	34.4	23	8.2	20	7.1	3	1.1	0	0.0	282	100.0
VT	42	57.5	14	19.2	14	19.2	3	4.1	0	0.0	0	0.0	73	100.0
VA	579	61.1	187	19.7	69	7.3	88	9.3	21	2.2	3	0.3	947	100.0
WA	333	51.5	151	23.3	74	11.4	71	11.0	13	2.0	5	0.8	647	100.0
WV	229	61.2	84	22.5	34	9.1	23	6.1	2	0.5	2	0.5	374	100.0
WI	465	57.1	191	23.4	93	11.4	44	5.4	14	1.7	8	1.0	815	100.0
WY	100	58.8	38	22.4	20	11.8	7	4.1	2	1.2	3	1.8	170	100.0
USA	23,240	53.5	9,718	22.4	4,553	10.5	4,881	11.2	784	1.8	267	0.6	43,443	100.0
PR	146	32.2	71	15.7	90	19.9	133	29.4	11	2.4	2	0.4	453	100.0

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Table 110
Persons Killed, by State and Age Group

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
AL	16	15	31	162	105	205	167	171	111	88	59	1	1,131
AK	2	1	5	6	5	16	10	15	6	4	2	0	72
AZ	12	20	39	124	107	181	176	164	94	72	66	122	1,177
AR	8	6	17	86	73	107	83	86	76	52	53	1	648
CA	68	76	126	573	485	731	690	595	411	241	324	9	4,329
CO	10	5	12	85	71	100	96	101	61	33	31	1	606
CT	2	1	4	40	34	36	44	36	31	13	33	0	274
DE	1	0	3	20	15	15	22	27	11	9	11	0	134
DC	0	0	1	5	6	10	6	13	1	4	2	0	48
FL	44	50	66	457	366	570	555	537	322	227	336	13	3,543
GA	30	21	46	229	157	289	257	242	197	112	139	10	1,729
HI	1	1	3	12	15	21	31	15	12	11	18	0	140
ID	5	4	10	33	35	38	42	38	24	23	23	0	275
IL	17	15	36	179	172	215	201	175	116	102	131	2	1,361
IN	13	9	22	127	113	151	138	138	95	58	68	6	938
IA	8	6	18	69	42	46	66	62	40	38	53	2	450
KS	5	14	18	57	42	57	60	65	42	30	38	0	428
KY	12	14	23	129	90	181	146	130	100	68	92	0	985
LA	15	15	22	113	110	183	157	147	101	49	39	4	955
ME	1	3	6	27	19	21	21	23	15	14	19	0	169
MD	10	9	18	71	72	105	102	77	55	39	54	2	614
MA	2	4	10	68	51	72	42	62	49	28	53	1	442
MI	14	19	50	143	91	162	173	164	118	69	125	1	1,129
MN	6	9	17	78	57	73	101	80	52	35	49	2	559
MS	20	15	19	134	85	172	149	149	74	65	48	1	931
MO	16	13	33	198	144	168	203	171	120	90	98	3	1,257
MT	5	1	7	25	26	50	33	31	35	18	20	0	251
NE	4	1	10	41	31	36	34	40	33	12	34	0	276
NV	7	7	11	42	47	72	66	61	44	33	34	3	427
NH	0	1	4	19	14	29	23	29	16	14	17	0	166

Table 110
Persons Killed, by State and Age Group (Continued)

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
NJ	9	6	15	87	81	126	117	90	81	52	76	8	748
NM	10	11	15	67	55	87	73	71	48	26	22	3	488
NY	17	11	32	187	164	201	196	178	131	109	191	12	1,429
NC	20	16	40	213	149	267	221	239	140	98	128	3	1,534
ND	3	4	3	18	12	17	13	24	8	7	14	0	123
OH	10	16	37	187	113	225	219	188	125	81	121	1	1,323
OK	6	15	20	106	79	117	122	129	95	50	63	0	802
OR	4	6	11	62	41	73	66	84	48	41	52	0	488
PA	15	11	31	214	189	251	224	200	158	120	203	0	1,616
RI	1	0	2	14	13	11	14	8	11	4	9	0	87
SC	14	11	30	118	116	212	176	171	96	63	77	9	1,093
SD	3	2	7	25	20	26	33	30	17	5	18	0	186
TN	13	11	28	145	132	212	210	180	134	83	119	3	1,270
TX	72	59	128	481	361	627	531	475	289	206	250	25	3,504
UT	6	11	8	28	37	46	25	41	29	22	22	7	282
VT	0	3	2	12	12	12	7	8	7	5	5	0	73
VA	8	16	24	123	123	119	158	130	97	74	75	0	947
WA	14	7	16	73	81	115	76	90	69	35	69	2	647
WV	3	4	13	44	40	64	60	50	40	25	31	0	374
WI	6	9	21	124	94	139	107	111	84	48	72	0	815
WY	2	1	3	19	30	25	28	26	15	11	10	0	170
USA	590	585	1,173	5,699	4,622	7,084	6,570	6,167	4,184	2,816	3,696	257	43,443
PR	0	3	11	54	64	85	53	59	51	40	26	7	453

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Table 111
Occupants Killed, by State and Vehicle Type

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		Subtotal					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	552	52.9	399	38.2	17	1.6	0	0.0	15	1.4	0	0.0	983	94.2	61	5.8	1,044	100.0
AK	30	47.6	24	38.1	1	1.6	0	0.0	4	6.3	0	0.0	59	93.7	4	6.3	63	100.0
AZ	313	32.0	339	34.6	14	1.4	0	0.0	11	1.1	178	18.2	855	87.3	124	12.7	979	100.0
AR	259	42.7	251	41.4	27	4.4	0	0.0	7	1.2	0	0.0	544	89.6	63	10.4	607	100.0
CA	1,797	52.2	1,096	31.8	41	1.2	7	0.2	22	0.6	10	0.3	2,973	86.4	469	13.6	3,442	100.0
CO	252	45.9	192	35.0	16	2.9	0	0.0	1	0.2	1	0.2	462	84.2	87	15.8	549	100.0
CT	136	57.9	48	20.4	5	2.1	0	0.0	3	1.3	0	0.0	192	81.7	43	18.3	235	100.0
DE	69	57.0	27	22.3	2	1.7	0	0.0	2	1.7	0	0.0	100	82.6	21	17.4	121	100.0
DC	15	51.7	7	24.1	0	0.0	0	0.0	0	0.0	1	3.4	23	79.3	6	20.7	29	100.0
FL	1,338	47.5	889	31.5	53	1.9	3	0.1	26	0.9	41	1.5	2,350	83.4	469	16.6	2,819	100.0
GA	728	47.1	613	39.6	30	1.9	1	0.1	23	1.5	8	0.5	1,403	90.7	144	9.3	1,547	100.0
HI	47	47.0	22	22.0	0	0.0	0	0.0	1	1.0	0	0.0	70	70.0	30	30.0	100	100.0
ID	112	42.6	113	43.0	9	3.4	0	0.0	3	1.1	0	0.0	237	90.1	26	9.9	263	100.0
IL	637	54.6	331	28.4	29	2.5	0	0.0	8	0.7	4	0.3	1,009	86.5	157	13.5	1,166	100.0
IN	399	46.3	312	36.2	30	3.5	1	0.1	9	1.0	0	0.0	751	87.2	110	12.8	861	100.0
IA	222	53.6	132	31.9	6	1.4	0	0.0	9	2.2	0	0.0	369	89.1	45	10.9	414	100.0
KS	168	42.1	174	43.6	11	2.8	0	0.0	11	2.8	0	0.0	364	91.2	35	8.8	399	100.0
KY	474	51.8	309	33.8	18	2.0	0	0.0	24	2.6	1	0.1	826	90.3	89	9.7	915	100.0
LA	357	43.5	352	42.9	20	2.4	2	0.2	12	1.5	3	0.4	746	90.9	75	9.1	821	100.0
ME	86	55.1	49	31.4	1	0.6	0	0.0	5	3.2	0	0.0	141	90.4	15	9.6	156	100.0
MD	274	54.7	123	24.6	9	1.8	1	0.2	7	1.4	2	0.4	416	83.0	85	17.0	501	100.0
MA	197	55.2	101	28.3	1	0.3	0	0.0	1	0.3	2	0.6	302	84.6	55	15.4	357	100.0
MI	500	51.9	315	32.7	6	0.6	1	0.1	18	1.9	0	0.0	840	87.1	124	12.9	964	100.0
MN	249	49.0	179	35.2	12	2.4	0	0.0	9	1.8	1	0.2	450	88.6	58	11.4	508	100.0
MS	452	52.9	330	38.6	18	2.1	0	0.0	15	1.8	0	0.0	815	95.4	39	4.6	854	100.0
MO	582	50.5	437	37.9	22	1.9	1	0.1	19	1.6	0	0.0	1,061	92.1	91	7.9	1,152	100.0
MT	81	34.8	118	50.6	3	1.3	0	0.0	3	1.3	0	0.0	205	88.0	28	12.0	233	100.0
NE	126	47.7	115	43.6	5	1.9	0	0.0	1	0.4	0	0.0	247	93.6	17	6.4	264	100.0
NV	157	44.5	126	35.7	13	3.7	0	0.0	0	0.0	1	0.3	297	84.1	56	15.9	353	100.0
NH	66	42.0	40	25.5	2	1.3	0	0.0	4	2.5	1	0.6	113	72.0	44	28.0	157	100.0

Table 111
Occupants Killed, by State and Vehicle Type (Continued)

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		Subtotal					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NJ	353	61.2	134	23.2	21	3.6	1	0.2	6	1.0	1	0.2	516	89.4	61	10.6	577	100.0
NM	148	35.1	217	51.4	13	3.1	0	0.0	4	0.9	2	0.5	384	91.0	38	9.0	422	100.0
NY	596	56.6	243	23.1	25	2.4	3	0.3	21	2.0	4	0.4	892	84.7	161	15.3	1,053	100.0
NC	698	52.5	438	33.0	33	2.5	0	0.0	7	0.5	1	0.1	1,177	88.6	152	11.4	1,329	100.0
ND	41	36.6	53	47.3	3	2.7	0	0.0	9	8.0	0	0.0	106	94.6	6	5.4	112	100.0
OH	683	56.3	325	26.8	18	1.5	0	0.0	9	0.7	0	0.0	1,035	85.3	178	14.7	1,213	100.0
OK	319	42.9	312	42.0	27	3.6	1	0.1	7	0.9	0	0.0	666	89.6	77	10.4	743	100.0
OR	191	44.6	170	39.7	6	1.4	0	0.0	7	1.6	6	1.4	380	88.8	48	11.2	428	100.0
PA	793	55.5	378	26.4	30	2.1	1	0.1	23	1.6	0	0.0	1,225	85.7	205	14.3	1,430	100.0
RI	43	59.7	15	20.8	0	0.0	0	0.0	0	0.0	0	0.0	58	80.6	14	19.4	72	100.0
SC	506	51.7	336	34.3	21	2.1	2	0.2	7	0.7	1	0.1	873	89.2	106	10.8	979	100.0
SD	76	44.4	63	36.8	5	2.9	0	0.0	5	2.9	0	0.0	149	87.1	22	12.9	171	100.0
TN	581	49.0	429	36.2	27	2.3	0	0.0	17	1.4	3	0.3	1,057	89.2	128	10.8	1,185	100.0
TX	1,260	41.7	1,266	41.9	78	2.6	24	0.8	29	1.0	2	0.1	2,659	88.1	360	11.9	3,019	100.0
UT	111	42.9	112	43.2	10	3.9	0	0.0	1	0.4	2	0.8	236	91.1	23	8.9	259	100.0
VT	40	57.1	13	18.6	0	0.0	0	0.0	3	4.3	0	0.0	56	80.0	14	20.0	70	100.0
VA	424	50.8	301	36.0	25	3.0	3	0.4	11	1.3	2	0.2	766	91.7	69	8.3	835	100.0
WA	304	54.5	160	28.7	11	2.0	0	0.0	9	1.6	0	0.0	484	86.7	74	13.3	558	100.0
WV	158	45.3	129	37.0	9	2.6	0	0.0	19	5.4	0	0.0	315	90.3	34	9.7	349	100.0
WI	395	52.2	233	30.8	13	1.7	6	0.8	17	2.2	0	0.0	664	87.7	93	12.3	757	100.0
WY	45	28.1	85	53.1	7	4.4	0	0.0	3	1.9	0	0.0	140	87.5	20	12.5	160	100.0
USA	18,440	49.1	12,975	34.5	803	2.1	58	0.2	487	1.3	278	0.7	33,041	87.9	4,553	12.1	37,594	100.0
PR	158	51.5	54	17.6	5	1.6	0	0.0	0	0.0	0	0.0	217	70.7	90	29.3	307	100.0

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Table 112

Passenger Car and Light Truck Occupants Killed, by State and Restraint Use

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	359	37.7	552	58.0	40	4.2	951	100.0
AK	27	50.0	22	40.7	5	9.3	54	100.0
AZ	228	35.0	351	53.8	73	11.2	652	100.0
AR	147	28.8	309	60.6	54	10.6	510	100.0
CA	1,604	55.4	970	33.5	319	11.0	2,893	100.0
CO	188	42.3	250	56.3	6	1.4	444	100.0
CT	72	39.1	87	47.3	25	13.6	184	100.0
DE	41	42.7	52	54.2	3	3.1	96	100.0
DC	8	36.4	13	59.1	1	4.5	22	100.0
FL	863	38.8	1,262	56.7	102	4.6	2,227	100.0
GA	516	38.5	669	49.9	156	11.6	1,341	100.0
HI	29	42.0	30	43.5	10	14.5	69	100.0
ID	94	41.8	126	56.0	5	2.2	225	100.0
IL	427	44.1	449	46.4	92	9.5	968	100.0
IN	295	41.5	333	46.8	83	11.7	711	100.0
IA	164	46.3	139	39.3	51	14.4	354	100.0
KS	103	30.1	211	61.7	28	8.2	342	100.0
KY	273	34.9	508	64.9	2	0.3	783	100.0
LA	245	34.6	372	52.5	92	13.0	709	100.0
ME	48	35.6	64	47.4	23	17.0	135	100.0
MD	205	51.6	178	44.8	14	3.5	397	100.0
MA	84	28.2	171	57.4	43	14.4	298	100.0
MI	452	55.5	270	33.1	93	11.4	815	100.0
MN	184	43.0	211	49.3	33	7.7	428	100.0
MS	207	26.5	574	73.4	1	0.1	782	100.0
MO	313	30.7	614	60.3	92	9.0	1,019	100.0
MT	52	26.1	143	71.9	4	2.0	199	100.0
NE	68	28.2	145	60.2	28	11.6	241	100.0
NV	122	43.1	139	49.1	22	7.8	283	100.0
NH	31	29.2	72	67.9	3	2.8	106	100.0

Table 112

Passenger Car and Light Truck Occupants Killed, by State and Restraint Use (Continued)

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	250	51.3	222	45.6	15	3.1	487	100.0
NM	175	47.9	183	50.1	7	1.9	365	100.0
NY	408	48.6	329	39.2	102	12.2	839	100.0
NC	519	45.7	522	46.0	95	8.4	1,136	100.0
ND	22	23.4	66	70.2	6	6.4	94	100.0
OH	421	41.8	585	58.0	2	0.2	1,008	100.0
OK	249	39.5	377	59.7	5	0.8	631	100.0
OR	228	63.2	109	30.2	24	6.6	361	100.0
PA	372	31.8	641	54.7	158	13.5	1,171	100.0
RI	20	34.5	37	63.8	1	1.7	58	100.0
SC	251	29.8	547	65.0	44	5.2	842	100.0
SD	33	23.7	93	66.9	13	9.4	139	100.0
TN	362	35.8	567	56.1	81	8.0	1,010	100.0
TX	1,285	50.9	1,190	47.1	51	2.0	2,526	100.0
UT	99	44.4	123	55.2	1	0.4	223	100.0
VT	24	45.3	26	49.1	3	5.7	53	100.0
VA	241	33.2	449	61.9	35	4.8	725	100.0
WA	238	51.3	206	44.4	20	4.3	464	100.0
WV	104	36.2	171	59.6	12	4.2	287	100.0
WI	220	35.0	358	57.0	50	8.0	628	100.0
WY	44	33.8	85	65.4	1	0.8	130	100.0
USA	13,014	41.4	16,172	51.5	2,229	7.1	31,415	100.0
PR	88	41.5	124	58.5	0	0.0	212	100.0

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Table 113
2005 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	Florida	576	17,790	3.24
2	New Mexico	61	1,928	3.16
3	District of Columbia	16	551	2.91
4	Hawaii	35	1,275	2.74
5	Arizona	157	5,939	2.64
6	Nevada	63	2,415	2.61
7	Mississippi	72	2,921	2.46
8	Louisiana	109	4,524	2.41
9	South Carolina	98	4,255	2.30
10	California	742	36,132	2.05
11	North Carolina	164	8,683	1.89
12	Texas	419	22,860	1.83
13	Maryland	102	5,600	1.82
14	South Dakota	14	776	1.80
15	New Jersey	154	8,718	1.77
16	New York	321	19,255	1.67
17	Georgia	150	9,073	1.65
18	Alabama	72	4,558	1.58
19	Missouri	88	5,800	1.52
20	North Dakota	9	637	1.41
21	Oklahoma	50	3,548	1.41
22	Montana	13	936	1.39
23	Wyoming	7	509	1.37
24	Michigan	137	10,121	1.35
25	Arkansas	37	2,779	1.33
26	Oregon	48	3,641	1.32
27	Delaware	11	844	1.30

Table 113
2005 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
28	Rhode Island	14	1,076	1.30
29	Kentucky	54	4,173	1.29
30	Illinois	164	12,763	1.28
31	Pennsylvania	159	12,430	1.28
32	West Virginia	23	1,817	1.27
33	Massachusetts	76	6,399	1.19
34	Tennessee	70	5,963	1.17
35	Virginia	88	7,567	1.16
36	Washington	71	6,288	1.13
37	Alaska	7	664	1.05
38	Colorado	48	4,665	1.03
39	Indiana	63	6,272	1.00
40	Connecticut	34	3,510	0.97
41	Kansas	24	2,745	0.87
42	Minnesota	44	5,133	0.86
43	Ohio	95	11,464	0.83
44	Utah	20	2,470	0.81
45	Iowa	24	2,966	0.81
46	Wisconsin	44	5,536	0.79
47	Maine	9	1,322	0.68
48	Idaho	9	1,429	0.63
49	Vermont	3	623	0.48
50	Nebraska	8	1,759	0.45
51	New Hampshire	5	1,310	0.38
	USA	4,881	296,410	1.65
	Puerto Rico	133	3,912	3.40

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Table 114

Persons Killed, by State and Highest Blood Alcohol Concentration (BAC) in the Crash

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+		Number	Percent	Number	Percent
	Number	Percent	Number	Percent	Number	Percent				
AL	708	63	42	4	382	34	423	37	1,131	100
AK	37	52	4	6	31	43	35	48	72	100
AZ	685	58	58	5	434	37	492	42	1,177	100
AR	415	64	25	4	208	32	233	36	648	100
CA	2,610	60	254	6	1,466	34	1,719	40	4,329	100
CO	362	60	31	5	213	35	244	40	606	100
CT	154	56	19	7	101	37	120	44	274	100
DE	68	51	6	5	59	44	66	49	134	100
DC	22	45	5	11	21	44	26	55	48	100
FL	2,072	58	201	6	1,271	36	1,471	42	3,543	100
GA	1,184	68	82	5	463	27	545	32	1,729	100
HI	69	49	13	9	58	42	71	51	140	100
ID	186	68	5	2	85	31	89	32	275	100
IL	781	57	103	8	477	35	580	43	1,361	100
IN	618	66	47	5	273	29	320	34	938	100
IA	332	74	16	4	102	23	118	26	450	100
KS	277	65	30	7	122	28	151	35	428	100
KY	672	68	47	5	267	27	313	32	985	100
LA	561	59	47	5	347	36	394	41	955	100
ME	110	65	8	5	50	30	59	35	169	100
MD	379	62	44	7	191	31	235	38	614	100
MA	271	61	21	5	150	34	171	39	442	100
MI	708	63	58	5	363	32	421	37	1,129	100
MN	358	64	26	5	176	31	201	36	559	100
MS	560	60	40	4	331	36	371	40	931	100
MO	742	59	81	6	434	35	515	41	1,257	100
MT	127	51	12	5	112	45	124	49	251	100
NE	185	67	13	5	78	28	91	33	276	100
NV	268	63	16	4	143	33	159	37	427	100
NH	106	64	5	3	55	33	60	36	166	100

Table 114

**Persons Killed, by State and Highest Blood Alcohol Concentration (BAC)
in the Crash (Continued)**

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	485	65	46	6	217	29	263	35	748	100
NM	299	61	17	3	172	35	189	39	488	100
NY	905	63	91	6	434	30	524	37	1,429	100
NC	985	64	65	4	484	32	549	36	1,534	100
ND	65	53	13	10	46	37	58	47	123	100
OH	818	62	96	7	409	31	505	38	1,323	100
OK	519	65	34	4	249	31	283	35	802	100
OR	311	64	38	8	139	29	177	36	488	100
PA	980	61	77	5	559	35	636	39	1,616	100
RI	44	50	10	11	34	39	43	50	87	100
SC	629	58	68	6	396	36	464	42	1,093	100
SD	106	57	4	2	76	41	80	43	186	100
TN	806	63	67	5	397	31	464	37	1,270	100
TX	1,935	55	198	6	1,371	39	1,569	45	3,504	100
UT	245	87	2	1	35	12	37	13	282	100
VT	44	60	1	2	28	38	29	40	73	100
VA	600	63	63	7	284	30	347	37	947	100
WA	353	55	41	6	253	39	294	45	647	100
WV	248	66	11	3	116	31	126	34	374	100
WI	446	55	41	5	328	40	369	45	815	100
WY	105	62	9	5	56	33	65	38	170	100
USA	26,558	61	2,346	5	14,539	33	16,885	39	43,443	100
PR	237	52	33	7	184	41	217	48	453	100

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

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Table 115

Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver

State	Blood Alcohol Concentration of Driver*								Total Drivers* Involved in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	1,177	77	37	2	323	21	360	23	1,537	100
AK	74	73	3	3	24	24	28	27	102	100
AZ	1,197	76	53	3	327	21	379	24	1,576	100
AR	680	77	26	3	179	20	205	23	885	100
CA	4,419	77	228	4	1,117	19	1,345	23	5,764	100
CO	628	74	32	4	187	22	219	26	847	100
CT	280	73	17	5	88	23	106	27	385	100
DE	142	73	6	3	45	23	52	27	193	100
DC	38	67	4	8	15	26	19	33	57	100
FL	3,899	78	174	3	932	19	1,106	22	5,005	100
GA	2,047	82	74	3	385	15	459	18	2,506	100
HI	115	65	12	7	49	28	61	35	176	100
ID	263	78	4	1	69	21	74	22	337	100
IL	1,452	75	84	4	400	21	484	25	1,936	100
IN	1,033	79	46	4	234	18	280	21	1,313	100
IA	491	82	14	2	93	15	106	18	597	100
KS	437	76	28	5	112	19	139	24	576	100
KY	1,040	79	45	3	233	18	277	21	1,317	100
LA	988	75	48	4	287	22	335	25	1,323	100
ME	173	77	7	3	45	20	52	23	225	100
MD	710	79	42	5	151	17	193	21	903	100
MA	450	75	19	3	130	22	149	25	599	100
MI	1,276	79	56	3	288	18	344	21	1,620	100
MN	595	77	24	3	150	20	174	23	769	100
MS	849	73	37	3	277	24	314	27	1,163	100
MO	1,219	73	79	5	366	22	445	27	1,664	100
MT	185	65	11	4	88	31	99	35	284	100
NE	285	78	13	4	68	19	81	22	366	100
NV	452	77	19	3	114	19	133	23	585	100
NH	172	76	5	2	49	22	54	24	226	100

Table 115

Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver (Continued)

State	Blood Alcohol Concentration of Driver*								Total Drivers* Involved in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	849	80	41	4	166	16	207	20	1,056	100
NM	447	77	14	2	121	21	135	23	582	100
NY	1,465	78	84	4	337	18	421	22	1,885	100
NC	1,666	79	56	3	384	18	441	21	2,106	100
ND	82	62	7	5	43	33	50	38	132	100
OH	1,483	76	92	5	367	19	459	24	1,941	100
OK	821	77	30	3	210	20	240	23	1,061	100
OR	541	79	29	4	117	17	147	21	687	100
PA	1,706	75	75	3	500	22	575	25	2,280	100
RI	79	70	7	6	27	24	34	30	113	100
SC	1,039	73	62	4	318	22	380	27	1,419	100
SD	162	72	4	2	59	26	63	28	225	100
TN	1,338	77	59	3	349	20	408	23	1,746	100
TX	3,403	72	183	4	1,141	24	1,324	28	4,727	100
UT	328	91	2	1	32	9	34	9	362	100
VT	73	71	2	2	27	26	29	29	102	100
VA	937	75	58	5	248	20	305	25	1,242	100
WA	606	71	38	4	213	25	250	29	856	100
WV	385	77	10	2	102	20	112	23	497	100
WI	733	69	37	4	285	27	322	31	1,055	100
WY	134	69	8	4	53	27	60	31	194	100
USA	45,036	76	2,147	4	11,921	20	14,068	24	59,104	100
PR	418	70	41	7	136	23	177	30	595	100

*Includes motorcycle operators.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

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Table 116

Drivers Killed in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver

State	Blood Alcohol Concentration of Driver*								Total Drivers* Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	516	65	24	3	248	31	272	35	788	100
AK	27	60	2	3	16	36	18	40	45	100
AZ	403	62	33	5	214	33	246	38	649	100
AR	312	65	15	3	150	31	165	35	477	100
CA	1,504	65	129	6	677	29	806	35	2,310	100
CO	250	63	16	4	128	33	144	37	394	100
CT	110	63	9	5	57	32	66	37	176	100
DE	52	57	4	4	36	39	40	43	92	100
DC	7	38	2	11	10	51	12	62	19	100
FL	1,287	63	114	6	639	31	752	37	2,039	100
GA	821	71	47	4	294	25	340	29	1,161	100
HI	36	45	10	13	34	43	44	55	80	100
ID	133	70	3	2	54	28	57	30	190	100
IL	510	61	59	7	272	32	331	39	841	100
IN	476	72	25	4	162	24	187	28	663	100
IA	231	75	7	2	68	22	75	25	306	100
KS	193	64	22	7	86	29	108	36	301	100
KY	485	70	31	4	176	25	207	30	692	100
LA	377	61	19	3	222	36	241	39	618	100
ME	71	65	1	1	37	34	38	35	109	100
MD	253	67	16	4	106	28	122	33	375	100
MA	177	62	13	5	97	34	110	38	287	100
MI	489	69	35	5	186	26	220	31	709	100
MN	250	66	14	4	116	30	130	34	380	100
MS	390	62	28	4	214	34	242	38	632	100
MO	531	61	54	6	280	32	334	39	865	100
MT	85	52	8	5	70	43	78	48	163	100
NE	130	70	9	5	46	25	55	30	185	100
NV	180	69	10	4	73	28	83	31	263	100
NH	88	69	2	2	37	29	40	31	128	100

Table 116

Drivers Killed in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver (Continued)

State	Blood Alcohol Concentration of Driver*								Total Drivers* Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	296	69	26	6	105	25	131	31	427	100
NM	185	67	8	3	85	31	92	33	277	100
NY	512	65	53	7	220	28	273	35	785	100
NC	696	70	30	3	275	27	306	30	1,002	100
ND	45	52	5	6	36	42	41	48	86	100
OH	567	62	67	7	285	31	351	38	918	100
OK	375	69	17	3	154	28	171	31	546	100
OR	211	66	19	6	89	28	107	34	318	100
PA	705	64	33	3	366	33	399	36	1,104	100
RI	23	47	6	12	20	41	26	53	49	100
SC	412	57	51	7	259	36	309	43	721	100
SD	76	66	2	2	37	32	39	34	115	100
TN	587	65	40	4	278	31	317	35	904	100
TX	1,204	58	99	5	791	38	890	42	2,094	100
UT	141	87	1	0	20	12	20	13	161	100
VT	35	64	0	0	20	36	20	36	55	100
VA	412	64	45	7	187	29	231	36	643	100
WA	233	58	22	5	148	37	169	42	402	100
WV	175	67	6	2	81	31	87	33	262	100
WI	315	58	21	4	212	39	233	42	548	100
WY	67	57	6	5	45	38	51	43	118	100
USA	17,644	64	1,313	5	8,515	31	9,828	36	27,472	100
PR	124	53	19	8	90	39	109	47	233	100

*Includes motorcycle operators.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

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Table 117

Surviving Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver

State	Blood Alcohol Concentration of Driver*								Total Surviving Drivers* in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	661	88	13	2	75	10	88	12	749	100
AK	47	83	2	3	8	14	10	17	57	100
AZ	794	86	20	2	113	12	133	14	927	100
AR	368	90	11	3	29	7	40	10	408	100
CA	2,915	84	99	3	440	13	539	16	3,454	100
CO	378	83	16	4	59	13	75	17	453	100
CT	169	81	9	4	31	15	40	19	209	100
DE	89	88	3	3	9	9	12	12	101	100
DC	31	81	2	6	5	13	7	19	38	100
FL	2,612	88	60	2	294	10	354	12	2,966	100
GA	1,226	91	28	2	92	7	119	9	1,345	100
HI	79	83	2	2	15	15	17	17	96	100
ID	131	89	1	1	15	10	16	11	147	100
IL	943	86	25	2	128	12	152	14	1,095	100
IN	558	86	21	3	71	11	92	14	650	100
IA	260	89	7	2	24	8	31	11	291	100
KS	243	89	6	2	25	9	32	11	275	100
KY	555	89	14	2	56	9	70	11	625	100
LA	611	87	29	4	65	9	94	13	705	100
ME	102	88	6	5	8	7	14	12	116	100
MD	457	87	26	5	45	8	71	13	528	100
MA	273	88	6	2	33	10	39	12	312	100
MI	788	86	21	2	102	11	124	14	911	100
MN	345	89	10	3	34	9	45	11	389	100
MS	459	86	10	2	63	12	72	14	531	100
MO	688	86	25	3	86	11	111	14	799	100
MT	99	82	4	3	18	15	22	18	121	100
NE	155	85	4	2	22	12	26	15	181	100
NV	272	84	9	3	41	13	51	16	322	100
NH	84	86	3	3	11	12	14	14	98	100

Table 117

Surviving Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver (Continued)

State	Blood Alcohol Concentration of Driver*								Total Surviving Drivers* in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	553	88	16	3	61	10	77	12	629	100
NM	262	86	7	2	36	12	43	14	305	100
NY	952	87	31	3	117	11	148	13	1,100	100
NC	969	88	26	2	109	10	135	12	1,104	100
ND	37	81	1	3	7	16	9	19	46	100
OH	916	90	25	2	82	8	107	10	1,023	100
OK	447	87	13	2	56	11	69	13	515	100
OR	330	89	11	3	29	8	39	11	369	100
PA	1,001	85	41	3	134	11	175	15	1,176	100
RI	56	87	1	1	8	12	8	13	64	100
SC	627	90	12	2	59	8	71	10	698	100
SD	86	78	2	2	22	20	24	22	110	100
TN	751	89	20	2	71	8	91	11	842	100
TX	2,199	84	84	3	350	13	434	16	2,633	100
UT	187	93	2	1	12	6	14	7	201	100
VT	38	81	2	4	7	15	9	19	47	100
VA	525	88	13	2	61	10	74	12	599	100
WA	373	82	16	4	65	14	81	18	454	100
WV	210	89	4	2	21	9	25	11	235	100
WI	418	82	16	3	74	15	90	18	507	100
WY	67	88	1	2	8	10	9	12	76	100
USA	27,393	87	834	3	3,406	11	4,240	13	31,632	100
PR	294	81	23	6	46	13	68	19	362	100

*Includes motorcycle operators.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

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Table 118
Speeding-Related Traffic Fatalities, by Road Type and Speed Limit

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
AL	1,131	493	53	7	118	15	175	31	39	25
AK	72	27	7	3	4	0	2	1	5	3
AZ	1,177	460	109	15	36	23	71	73	32	35
AR	648	104	5	0	52	3	11	7	17	5
CA	4,329	1,471	203	30	344	60	145	131	181	156
CO	606	204	16	11	25	10	30	24	22	30
CT	274	92	3	7	1	0	9	9	9	49
DE	134	52	1	5	4	26	0	5	6	2
DC	48	17	0	5	0	0	0	0	2	10
FL	3,543	239	14	7	30	11	52	20	33	33
GA	1,729	340	22	5	105	6	51	5	43	18
HI	140	69	0	6	6	1	6	1	25	20
ID	275	95	14	0	11	11	7	5	8	8
IL	1,361	525	68	22	199	16	48	46	62	61
IN	938	258	19	17	59	10	42	34	27	46
IA	450	44	5	0	19	2	5	0	7	4
KS	428	119	16	0	37	2	6	4	4	19
KY	985	187	12	6	117	0	22	2	17	10
LA	955	180	14	3	70	4	34	7	27	13
ME	169	86	11	3	9	9	21	11	9	10
MD	614	214	14	15	19	34	22	29	30	46
MA	442	146	11	3	4	3	11	21	28	57
MI	1,129	243	26	11	120	4	24	2	14	25
MN	559	152	13	4	85	7	6	4	2	20
MS	931	254	36	0	91	20	45	9	21	8
MO	1,257	529	59	9	197	6	31	28	66	51
MT	251	97	17	0	2	2	4	0	9	10
NE	276	51	10	0	5	11	2	3	8	5
NV	427	160	24	0	10	8	23	1	23	9
NH	166	56	4	1	4	5	1	6	14	16

Table 118
Speeding-Related Traffic Fatalities, by Road Type and Speed Limit (Continued)

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
NJ	748	79	0	3	10	21	12	3	9	13
NM	488	165	33	2	28	1	12	7	10	11
NY	1,429	456	13	13	173	15	27	37	21	77
NC	1,534	560	40	7	287	4	121	1	72	14
ND	123	28	2	1	8	2	0	1	0	3
OH	1,323	277	23	6	123	4	28	7	51	21
OK	802	292	27	2	64	8	71	13	18	15
OR	488	161	10	2	76	3	11	7	19	14
PA	1,616	757	44	18	195	18	167	91	144	54
RI	87	40	6	3	1	3	2	2	6	17
SC	1,093	480	59	2	158	9	93	22	55	24
SD	186	62	7	0	26	0	1	3	4	4
TN	1,270	266	12	10	9	0	9	4	4	4
TX	3,504	1,426	162	49	174	35	147	117	121	143
UT	282	75	38	0	3	3	2	6	7	6
VT	73	33	2	0	0	13	3	3	5	3
VA	947	313	42	19	128	3	52	8	35	19
WA	647	247	14	4	18	54	12	19	57	41
WV	374	82	10	0	33	3	13	8	6	6
WI	815	294	16	6	157	2	27	7	18	42
WY	170	56	18	0	8	0	3	1	1	6
USA	43,443	*13,113	1,384	342	3,462	510	1,719	886	1,453	1,341
PR	453	215	45	0	7	3	30	21	84	25

*Of the total number of speeding-related fatalities in 2005, 5,562 occurred on roads with posted speed limits between 55 and 65 mph, and 902 occurred on roads with speed limits above 65 mph.

Notes: The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown.

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Table 119
Rural Fatal Crashes, by State and Average Emergency Medical Services (EMS) Response Times

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	8.82	47.6	11.02	44.4	0.00	99.7	5.50	99.7	664
AK	0.30	4.4	19.86	84.4	NA	NA	NA	NA	45
AZ	3.90	35.3	16.53	32.8	53.38	98.0	71.25	98.0	400
AR	5.33	24.9	12.24	15.2	0.00	99.6	20.00	99.8	474
CA	2.00	99.9	9.00	99.9	NA	NA	NA	NA	1,465
CO	7.15	48.3	14.46	48.0	39.69	83.7	59.73	84.0	300
CT	0.78	31.9	6.92	19.1	51.95	59.6	53.50	61.7	47
DE	5.81	9.9	8.63	0.0	30.84	38.0	44.00	38.0	71
DC	NA	NA	NA	NA	NA	NA	NA	NA	0
FL	4.62	20.4	9.01	13.9	36.00	99.9	64.00	99.9	1,155
GA	3.33	21.6	10.37	7.6	45.85	31.5	56.14	33.2	680
HI	4.69	11.8	11.71	3.9	34.91	35.3	51.88	35.3	51
ID	5.41	16.9	15.14	9.7	NA	NA	NA	NA	195
IL	3.60	6.7	7.33	99.4	NA	NA	NA	NA	510
IN	3.58	4.8	8.39	0.8	NA	NA	NA	NA	503
IA	6.12	18.0	9.84	10.9	36.00	35.1	48.05	38.6	350
KS	7.83	9.5	11.03	2.4	38.92	32.2	55.02	37.3	295
KY	4.61	19.1	11.20	15.7	37.10	47.9	49.76	49.2	658
LA	5.83	12.1	11.97	8.5	39.20	38.5	54.47	40.0	563
ME	7.28	12.2	9.22	6.5	40.60	40.3	55.68	41.0	139
MD	NA	NA	NA	NA	NA	NA	NA	NA	225
MA	0.00	97.1	5.67	91.2	35.33	91.2	38.67	91.2	34
MI	3.00	28.3	9.37	28.1	NA	NA	NA	NA	583
MN	2.62	30.8	11.48	33.6	32.66	61.3	46.45	61.5	351
MS	15.15	44.3	19.73	45.2	20.91	49.9	54.12	50.1	688
MO	8.07	49.3	13.51	44.5	37.26	69.9	58.62	70.9	795
MT	9.72	15.4	14.46	6.2	39.58	48.7	60.71	50.8	195
NE	7.25	41.7	9.50	40.0	26.96	53.9	43.17	55.0	180
NV	8.52	37.9	18.59	41.4	35.74	75.0	60.29	75.7	140
NH	1.04	5.0	10.56	1.7	16.31	16.0	27.67	16.8	119

Table 119

Rural Fatal Crashes, by State and Average Emergency Medical Services (EMS) Response Times (Continued)

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	0.00	99.1	11.00	99.1	NA	NA	NA	NA	110
NM	NA	NA	NA	NA	NA	NA	NA	NA	295
NY	3.72	15.0	9.35	8.6	41.62	48.7	50.41	51.7	513
NC	4.56	47.5	9.97	47.3	40.08	66.6	52.09	66.6	948
ND	12.43	9.7	15.17	5.4	42.22	36.6	66.60	40.9	93
OH	6.40	30.5	10.17	25.5	38.60	46.4	52.57	48.3	741
OK	10.09	80.6	12.06	69.2	31.65	79.4	48.20	80.0	510
OR	3.87	13.3	11.26	7.3	47.03	43.7	57.77	46.8	316
PA	5.78	77.5	11.31	71.8	37.19	85.4	51.37	85.4	765
RI	8.25	20.0	8.00	0.0	44.80	50.0	42.75	60.0	10
SC	NA	NA	NA	NA	NA	NA	NA	NA	864
SD	8.74	42.1	14.00	39.3	34.30	61.4	53.30	62.1	140
TN	3.78	93.9	14.21	90.5	74.33	98.0	89.00	98.6	148
TX	8.83	35.3	14.68	34.0	40.78	52.5	62.34	54.4	1,719
UT	7.15	12.1	14.88	13.4	37.33	94.0	64.00	94.0	149
VT	3.21	37.7	10.54	8.2	43.85	32.8	53.85	34.4	61
VA	NA	NA	NA	NA	NA	NA	NA	NA	527
WA	4.98	67.6	9.87	53.2	42.09	80.3	51.25	81.2	340
WV	4.80	6.1	11.17	0.4	42.01	35.7	55.77	38.6	277
WI	4.34	14.0	11.52	8.7	37.37	50.9	51.17	52.6	485
WY	6.81	15.3	19.06	12.9	NA	NA	NA	NA	124
USA	5.87	43.6	11.75	42.3	38.00	72.8	54.08	73.7	21,010
PR	7.57	74.6	11.63	74.1	NA	NA	NA	NA	201

*Includes crashes for which both times were known.

NA = not available or not applicable.

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Table 120
Urban Fatal Crashes, by State and Average Emergency Medical Services (EMS) Response Times

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	4.11	44.1	6.70	40.7	NA	NA	NA	NA	329
AK	0.00	5.0	10.00	90.0	NA	NA	NA	NA	20
AZ	2.03	36.3	7.31	36.7	41.00	96.6	52.21	96.4	531
AR	3.17	18.1	6.87	7.8	NA	NA	NA	NA	116
CA	7.00	99.7	6.33	99.6	16.00	100.0	30.00	100.0	2,381
CO	2.96	35.8	6.06	41.3	23.09	68.9	30.49	68.9	254
CT	1.78	22.5	5.81	22.5	28.53	58.2	35.47	58.2	213
DE	2.57	20.0	5.31	0.0	22.73	37.1	29.36	37.1	35
DC	NA	NA	NA	NA	NA	NA	NA	NA	44
FL	3.19	27.8	5.85	21.8	30.00	99.9	37.00	99.9	1,808
GA	2.42	21.6	6.89	10.8	34.89	31.0	43.09	31.7	555
HI	1.75	2.6	9.03	0.0	26.08	17.9	36.69	17.9	78
ID	2.02	6.3	4.67	0.0	NA	NA	NA	NA	48
IL	2.26	3.2	10.75	99.4	NA	NA	NA	NA	715
IN	3.69	6.3	8.44	1.4	NA	NA	NA	NA	352
IA	3.48	8.3	5.53	6.3	25.11	27.1	34.54	27.1	48
KS	3.60	4.5	4.86	2.2	25.41	23.6	32.66	23.6	89
KY	2.70	18.9	6.75	16.7	26.48	43.6	35.84	44.1	227
LA	4.46	14.4	7.80	5.7	30.61	36.9	41.02	37.9	298
ME	1.50	25.0	6.33	25.0	30.00	50.0	36.50	50.0	8
MD	0.00	99.7	10.00	99.7	NA	NA	NA	NA	352
MA	5.67	77.3	5.04	70.3	25.46	76.8	33.16	77.3	384
MI	2.31	43.6	5.76	41.2	NA	NA	NA	NA	447
MN	1.78	37.6	7.81	39.6	24.89	62.4	34.89	62.4	149
MS	12.69	31.6	19.00	31.6	20.34	35.5	51.28	36.8	152
MO	4.14	54.3	6.26	44.1	24.41	58.4	33.27	59.3	322
MT	3.73	24.1	5.57	20.7	17.92	55.2	26.23	55.2	29
NE	1.81	17.2	5.29	15.5	19.56	25.9	26.60	25.9	58
NV	2.93	9.2	7.13	16.3	23.67	41.0	34.20	41.4	239
NH	1.00	0.0	5.97	0.0	14.30	18.9	20.07	18.9	37

Table 120

Urban Fatal Crashes, by State and Average Emergency Medical Services (EMS) Response Times (Continued)

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	1.00	99.8	7.00	99.8	NA	NA	NA	NA	581
NM	NA	NA	NA	NA	NA	NA	NA	NA	124
NY	2.31	57.8	6.87	56.5	29.29	73.6	37.22	74.5	812
NC	3.36	42.0	6.77	42.7	29.50	59.1	39.89	59.3	457
ND	7.92	0.0	4.67	0.0	28.20	16.7	34.30	16.7	12
OH	3.87	29.2	5.30	25.7	25.68	42.0	34.50	42.4	483
OK	4.28	71.0	5.62	63.0	22.75	69.5	30.50	70.0	200
OR	1.26	5.5	5.46	2.3	28.23	42.2	34.64	42.2	128
PA	2.74	77.9	6.73	73.0	29.33	82.2	38.09	82.2	730
RI	3.83	42.9	3.99	0.0	26.77	18.6	31.65	18.6	70
SC	NA	NA	NA	NA	NA	NA	NA	NA	116
SD	2.00	11.1	5.06	5.6	24.00	16.7	30.80	16.7	18
TN	33.50	98.3	6.33	97.5	27.00	99.2	42.00	99.2	120
TX	4.89	35.0	7.75	33.3	27.83	52.1	39.37	52.2	1,379
UT	3.93	18.6	7.57	20.9	22.11	89.5	33.11	89.5	86
VT	5.33	14.3	5.00	14.3	21.20	28.6	30.40	28.6	7
VA	NA	NA	NA	NA	NA	NA	NA	NA	347
WA	1.71	57.2	5.52	48.7	31.09	72.0	36.71	72.0	236
WV	4.55	4.3	6.70	0.0	32.49	30.0	43.31	30.0	70
WI	2.49	8.7	6.79	4.8	30.95	33.2	39.61	34.1	229
WY	3.09	4.3	7.48	0.0	NA	NA	NA	NA	23
USA	3.29	50.5	6.76	51.9	27.86	77.9	37.59	78.1	16,546
PR	7.19	71.1	10.01	70.3	NA	NA	NA	NA	232

*Includes crashes for which both times were known.

NA = not available or not applicable.

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Table 121
Persons Killed, Population, and Fatality Rates by City

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
New York	NY	323	152	47.1	8,143,197	3.97
Los Angeles	CA	283	96	33.9	3,844,829	7.36
Chicago	IL	187	64	34.2	2,842,518	6.58
Houston	TX	195	46	23.6	2,016,582	9.67
Philadelphia	PA	99	30	30.3	1,463,281	6.77
Phoenix	AZ	184	47	25.5	1,461,575	12.59
San Antonio	TX	140	37	26.4	1,256,509	11.14
San Diego	CA	110	18	16.4	1,255,540	8.76
Dallas	TX	155	46	29.7	1,213,825	12.77
San Jose	CA	51	14	27.5	912,332	5.59
Detroit	MI	113	37	32.7	886,671	12.74
Indianapolis	IN	42	7	16.7	784,118	5.36
Jacksonville	FL	149	34	22.8	782,623	19.04
San Francisco	CA	33	16	48.5	739,426	4.46
Columbus	OH	59	13	22.0	730,657	8.07
Austin	TX	58	17	29.3	690,252	8.40
Memphis	TN	106	18	17.0	672,277	15.77
Baltimore	MD	34	12	35.3	635,815	5.35
Fort Worth	TX	67	19	28.4	624,067	10.74
Charlotte	NC	65	10	15.4	610,949	10.64
El Paso	TX	46	12	26.1	598,590	7.68
Milwaukee	WI	40	12	30.0	578,887	6.91
Seattle	WA	33	6	18.2	573,911	5.75
Boston	MA	19	7	36.8	559,034	3.40
Denver	CO	52	16	30.8	557,917	9.32
Louisville-Jefferson Co.	KY	93	12	12.9	556,429	16.71
Washington	DC	48	16	33.3	550,521	8.72
Nashville-Davidson	TN	89	10	11.2	549,110	16.21
Las Vegas	NV	61	18	29.5	545,147	11.19
Portland	OR	35	8	22.9	533,427	6.56
Oklahoma City	OK	64	13	20.3	531,324	12.05
Tucson	AZ	65	17	26.2	515,526	12.61
Albuquerque	NM	65	21	32.3	494,236	13.15
Long Beach	CA	33	7	21.2	474,014	6.96
Atlanta	GA	61	6	9.8	470,688	12.96
Fresno	CA	45	13	28.9	461,116	9.76

Source: Population—Bureau of the Census.

Table 121
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Sacramento	CA	43	14	32.6	456,441	9.42
New Orleans	LA	26	6	23.1	454,863	5.72
Cleveland	OH	34	10	29.4	452,208	7.52
Kansas City	MO	74	9	12.2	444,965	16.63
Mesa	AZ	61	13	21.3	442,780	13.78
Virginia Beach	VA	31	7	22.6	438,415	7.07
Omaha	NE	27	3	11.1	414,521	6.51
Oakland	CA	33	10	30.3	395,274	8.35
Miami	FL	66	22	33.3	386,417	17.08
Tulsa	OK	44	11	25.0	382,457	11.50
Honolulu CDP	HI	27	15	55.6	377,379	7.15
Minneapolis	MN	20	6	30.0	372,811	5.36
Colorado Springs	CO	29	4	13.8	369,815	7.84
Arlington	TX	33	4	12.1	362,805	9.10
Wichita	KS	34	3	8.8	354,865	9.58
St. Louis	MO	54	11	20.4	344,362	15.68
Raleigh	NC	28	5	17.9	341,530	8.20
Santa Ana	CA	26	8	30.8	340,368	7.64
Anaheim	CA	35	8	22.9	331,804	10.55
Tampa	FL	55	8	14.5	325,989	16.87
Pittsburgh	PA	27	4	14.8	316,718	8.52
Cincinnati	OH	33	7	21.2	308,728	10.69
Toledo	OH	34	5	14.7	301,285	11.28
Aurora	CO	27	8	29.6	297,235	9.08
Bakersfield	CA	32	8	25.0	295,536	10.83
Riverside	CA	38	5	13.2	290,086	13.10
Stockton	CA	30	8	26.7	286,926	10.46
Corpus Christi	TX	36	8	22.2	283,474	12.70
Newark	NJ	24	6	25.0	280,666	8.55
Buffalo	NY	18	5	27.8	279,745	6.43
St. Paul	MN	16	6	37.5	275,150	5.82
Anchorage	AK	17	4	23.5	275,043	6.18
Lexington-Fayette	KY	34	6	17.6	268,080	12.68
Plano	TX	18	1	5.6	250,096	7.20
St. Petersburg	FL	26	5	19.2	249,079	10.44
Jersey City	NJ	11	4	36.4	239,614	4.59

Source: Population—Bureau of the Census.

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Table 121
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Glendale	AZ	24	4	16.7	239,435	10.02
Lincoln	NE	10	1	10.0	239,213	4.18
Chandler	AZ	6	1	16.7	234,939	2.55
Henderson	NV	12	1	8.3	232,146	5.17
Greensboro	NC	28	8	28.6	231,962	12.07
Norfolk	VA	14	3	21.4	231,954	6.04
Birmingham	AL	21	4	19.0	231,483	9.07
Scottsdale	AZ	29	2	6.9	226,013	12.83
Fort Wayne	IN	11	1	9.1	223,341	4.93
Baton Rouge	LA	26	7	26.9	222,064	11.71
Madison	WI	9	0	0.0	221,551	4.06
Hialeah	FL	19	6	31.6	220,485	8.62
Chesapeake	VA	21	3	14.3	218,968	9.59
Garland	TX	11	1	9.1	216,346	5.08
Orlando	FL	50	9	18.0	213,223	23.45
Rochester	NY	14	4	28.6	211,091	6.63
Akron	OH	21	3	14.3	210,795	9.96
Chula Vista	CA	11	4	36.4	210,497	5.23
Lubbock	TX	13	1	7.7	209,737	6.20
Laredo	TX	15	5	33.3	208,754	7.19
Modesto	CA	24	8	33.3	207,011	11.59
Durham	NC	12	3	25.0	204,845	5.86
Reno	NV	16	5	31.3	203,550	7.86
Fremont	CA	11	3	27.3	200,468	5.49
Montgomery	AL	29	7	24.1	200,127	14.49
Glendale	CA	10	1	10.0	200,065	5.00
Shreveport	LA	30	6	20.0	198,874	15.08
San Bernardino	CA	34	12	35.3	198,550	17.12
Spokane	WA	9	1	11.1	196,818	4.57
Yonkers	NY	8	2	25.0	196,425	4.07
Arlington CDP	VA	0	0	0.0	195,965	0.00
Tacoma	WA	17	5	29.4	195,898	8.68
Huntington Beach	CA	11	5	45.5	194,457	5.66
Des Moines	IA	7	2	28.6	194,163	3.61
Grand Rapids	MI	7	1	14.3	193,780	3.61
Richmond	VA	9	2	22.2	193,777	4.64
Winston-Salem	NC	15	3	20.0	193,755	7.74
Irving	TX	13	1	7.7	193,649	6.71
Boise City	ID	6	2	33.3	193,161	3.11

Source: Population—Bureau of the Census.

Table 121
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Mobile	AL	23	3	13.0	191,544	12.01
Augusta-Richmond Co.	GA	22	2	9.1	190,782	11.53
Irvine	CA	11	0	0.0	186,852	5.89
Columbus	GA	25	5	20.0	185,271	13.49
Little Rock	AR	22	3	13.6	184,564	11.92
Oxnard	CA	11	0	0.0	183,628	5.99
Amarillo	TX	28	7	25.0	183,021	15.30
Knoxville	TN	38	0	0.0	180,130	21.10
Newport News	VA	14	4	28.6	179,899	7.78
Moreno Valley	CA	9	1	11.1	178,367	5.05
Salt Lake City	UT	29	6	20.7	178,097	16.28
Jackson	MS	33	13	39.4	177,977	18.54
Providence	RI	14	5	35.7	176,862	7.92
North Las Vegas	NV	16	2	12.5	176,635	9.06
Worcester	MA	9	2	22.2	175,898	5.12
Gilbert town	AZ	11	1	9.1	173,989	6.32
Ontario	CA	28	3	10.7	172,679	16.22
Rancho Cucamonga	CA	11	1	9.1	169,353	6.50
Santa Clarita	CA	4	1	25.0	168,253	2.38
Aurora	IL	7	1	14.3	168,181	4.16
Brownsville	TX	9	1	11.1	167,493	5.37
Fort Lauderdale	FL	31	9	29.0	167,380	18.52
Huntsville	AL	30	3	10.0	166,313	18.04
Oceanside	CA	15	7	46.7	166,108	9.03
Garden Grove	CA	7	3	42.9	166,075	4.21
Overland Park	KS	5	0	0.0	164,811	3.03
Fontana	CA	19	2	10.5	163,860	11.60
Tempe	AZ	14	5	35.7	161,143	8.69
Dayton	OH	23	4	17.4	158,873	14.48
Tallahassee	FL	27	4	14.8	158,500	17.03
Vancouver	WA	5	0	0.0	157,493	3.17
Chattanooga	TN	28	5	17.9	154,762	18.09
Pomona	CA	20	4	20.0	153,787	13.01
Santa Rosa	CA	13	3	23.1	153,158	8.49
Rockford	IL	17	3	17.6	152,916	11.12
Springfield	MA	12	6	50.0	151,732	7.91
Pembroke Pines	FL	13	0	0.0	150,380	8.64
Springfield	MO	23	2	8.7	150,298	15.30

Source: Population—Bureau of the Census.

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Table 122
Fatalities and Fatality Rates by State, 1975-2005

State	Fatalities							Fatality Rate per 100 Million Vehicle Miles Traveled						
	1975	1985	1990	1995	2000	2005	Difference, 1975-2005	1975	1985	1990	1995	2000	2005	Difference, 1975-2005
AL	902	882	1,121	1,114	996	1,131	+25%	3.63	2.51	2.65	2.20	1.76	—	—
AK	112	127	98	87	106	72	-36%	4.38	3.17	2.51	2.11	2.30	—	—
AZ	670	893	869	1,035	1,036	1,177	+76%	4.19	4.14	2.45	2.61	2.11	—	—
AR	559	534	604	631	652	648	+16%	4.01	3.12	2.87	2.37	2.24	—	—
CA	4,092	4,960	5,192	4,192	3,753	4,329	+6%	3.09	2.39	2.01	1.52	1.22	—	—
CO	581	579	544	645	681	606	+4%	3.50	2.21	2.00	1.84	1.63	—	—
CT	389	448	385	317	341	274	-30%	2.13	2.00	1.46	1.13	1.11	—	—
DE	122	104	138	121	123	134	+10%	3.37	1.94	2.11	1.61	1.49	—	—
DC	70	60	48	58	48	48	-31%	2.27	1.86	1.41	1.67	1.37	—	—
FL	1,998	2,832	2,891	2,805	2,999	3,543	+77%	3.24	3.22	2.63	2.19	1.99	—	—
GA	1,360	1,361	1,562	1,488	1,541	1,729	+27%	3.46	2.53	2.22	1.74	1.47	—	—
HI	144	126	177	130	132	140	-3%	3.47	1.86	2.19	1.64	1.55	—	—
ID	281	255	244	262	276	275	-2%	4.78	3.31	2.48	2.13	2.04	—	—
IL	2,041	1,534	1,589	1,586	1,418	1,361	-33%	3.56	2.17	1.91	1.68	1.38	—	—
IN	1,128	974	1,049	960	886	938	-17%	3.02	2.39	1.95	1.49	1.25	—	—
IA	670	474	465	527	445	450	-33%	3.75	2.35	2.02	2.03	1.51	—	—
KS	509	486	444	442	461	428	-16%	3.29	2.52	1.94	1.76	1.64	—	—
KY	863	712	849	849	820	985	+14%	3.50	2.50	2.52	2.07	1.75	—	—
LA	934	931	959	894	938	955	+2%	4.60	2.79	2.53	2.31	2.30	—	—
ME	223	206	213	187	169	169	-24%	3.14	2.22	1.79	1.49	1.19	—	—
MD	670	729	707	671	588	614	-8%	2.66	2.19	1.74	1.50	1.17	—	—
MA	864	742	605	444	433	442	-49%	2.75	1.87	1.31	0.92	0.82	—	—
MI	1,779	1,545	1,571	1,530	1,382	1,129	-37%	3.06	2.29	1.94	1.79	1.41	—	—
MN	754	608	566	597	625	559	-26%	2.94	1.86	1.45	1.35	1.19	—	—
MS	546	662	750	868	949	931	+71%	3.80	3.45	3.07	2.94	2.67	—	—
MO	1,045	931	1,097	1,109	1,157	1,257	+20%	3.41	2.37	2.16	1.87	1.72	—	—
MT	291	223	212	215	237	251	-14%	5.08	3.03	2.54	2.28	2.40	—	—
NE	369	237	262	254	276	276	-25%	3.29	1.97	1.88	1.61	1.53	—	—
NV	218	259	343	313	323	427	+96%	4.74	3.42	3.36	2.24	1.83	—	—
NH	151	191	158	118	126	166	+10%	2.85	2.53	1.61	1.11	1.05	—	—

Note: 2005 vehicle miles traveled not yet available by state.

Table 122

Fatalities and Fatality Rates by State, 1975-2005 (Continued)

State	Fatalities							Fatality Rate per 100 Million Vehicle Miles Traveled						
	1975	1985	1990	1995	2000	2005	Difference, 1975-2005	1975	1985	1990	1995	2000	2005	Difference, 1975-2005
NJ	1,043	964	886	774	731	748	-28%	2.15	1.83	1.50	1.27	1.08	—	—
NM	555	535	499	485	432	488	-12%	5.59	4.03	3.09	2.29	1.90	—	—
NY	2,366	2,006	2,217	1,679	1,460	1,429	-40%	3.63	2.22	2.07	1.46	1.13	—	—
NC	1,506	1,482	1,385	1,448	1,557	1,534	+2%	4.14	2.97	2.21	1.90	1.74	—	—
ND	167	90	112	74	86	123	-26%	3.71	1.61	1.90	1.13	1.19	—	—
OH	1,766	1,646	1,638	1,360	1,366	1,323	-25%	2.75	2.18	1.79	1.35	1.29	—	—
OK	757	744	641	669	650	802	+6%	3.33	2.39	1.93	1.74	1.50	—	—
OR	562	559	579	574	451	488	-13%	3.53	2.61	2.17	1.91	1.33	—	—
PA	2,078	1,771	1,646	1,480	1,520	1,616	-22%	3.26	2.35	1.92	1.57	1.49	—	—
RI	110	109	84	69	80	87	-21%	1.94	1.87	1.14	1.00	0.96	—	—
SC	820	951	979	881	1,065	1,093	+33%	3.98	3.56	2.85	2.28	2.34	—	—
SD	195	130	153	158	173	186	-5%	3.76	2.07	2.19	2.06	2.05	—	—
TN	1,126	1,101	1,177	1,259	1,307	1,270	+13%	3.42	3.03	2.52	2.24	1.99	—	—
TX	3,372	3,678	3,250	3,183	3,779	3,504	+4%	3.99	2.57	2.08	1.76	1.72	—	—
UT	272	303	272	325	373	282	+4%	3.42	2.52	1.86	1.73	1.65	—	—
VT	143	115	90	106	76	73	-49%	4.32	2.45	1.54	1.71	1.12	—	—
VA	993	976	1,079	900	929	947	-5%	2.87	2.04	1.79	1.29	1.24	—	—
WA	758	744	825	653	631	647	-15%	3.16	2.16	1.85	1.33	1.18	—	—
WV	461	420	481	376	411	374	-19%	4.36	3.32	3.12	2.16	2.14	—	—
WI	930	744	769	745	799	815	-12%	3.25	2.03	1.74	1.45	1.40	—	—
WY	210	152	125	170	152	170	-19%	5.36	2.81	2.14	2.41	1.88	—	—
USA	44,525	43,825	44,599	41,817	41,945	43,443	-2%	3.35	2.47	2.08	1.73	1.53	—	—
PR	496	600	473	595	568	453	-9%	7.27	5.74	3.68	3.83	3.23	—	—

Note: 2005 vehicle miles traveled not yet available by state.

Sources: Fatalities—Fatality Analysis Reporting System (FARS). Vehicle Miles Traveled—Federal Highway Administration.

Chapter 5 ■ States

Table 123
Key Provisions of Occupant Restraint Laws

State	Enforcement	Belt Fine	Child Restraint Required ⁽¹⁾	Safety Belt Required ⁽²⁾		Vehicles Exempted and Other Information ⁽⁴⁾
				Seats	Ages ⁽³⁾	
AL	Primary	\$25	4 years and under and <40 lb ⁽⁵⁾	Front	Under 15, all seats	Designed for >10 passengers, model year <1965, rural mail carriers, newspaper delivery, vehicles normally operating in reverse.
AK	Primary ⁽⁶⁾	\$15	3 years and under	All	All	School bus, emergency vehicles, mail or newspaper delivery, non-highway vehicles generally.
AZ	Secondary	\$10	4 years and under	Front	15 and under, all seats	Designed for >10 passengers, model year <1972, rural mail carriers.
AR	Secondary ⁽⁷⁾	\$25	5 years and under and <60 lb ⁽⁸⁾	Front	14 and under, all seats	School, church, or public bus; model year <1968.
CA	Primary	\$20	5 years and under or <60 lb; <60 lb in rear seat if available	All	All	Emergency vehicles, postal service vehicles, newspaper delivery vehicles.
CO	Secondary ⁽⁹⁾	\$17	5 years and under and <55 inches tall ⁽¹⁰⁾	Front	All	Passenger bus, school bus, ambulance, postal service vehicles, delivery and pickup services.
CT	Primary	\$15	1-6 years and <60 lb in child restraint system ⁽¹¹⁾	Front	Under 16, all seats	Truck or bus >15,000 lb; public, emergency, and delivery vehicles; postal service vehicles; newspaper delivery vehicles.
DE	Primary	\$25	6 years and under and <60 lb	All	All	Postal service vehicles, tractors, off-highway vehicles.
DC	Primary	\$50 ⁽¹²⁾	7 years and under	All	All	Seating for >8 people.
FL	Secondary	\$30	3 years and under	Front	Under 17, all seats	School bus purchased before 1/1/2001; farm tractors, trash trucks, newspaper delivery, living space of RVs, public bus, truck >5,000 lb. Number of passengers in pickup truck required to wear seat belt shall not exceed number of installed front seat belts (extra passengers exempted).
GA	Primary	\$15-\$25	5 years and under and 57 inches tall or less ⁽¹³⁾	Front	17 and under, all seats ⁽¹⁴⁾	Designed for >10 passengers, pickups, off-road vehicles, vehicles used for frequent stops. Exemption for pickups applies to passengers 18 years and over.
HI	Primary	\$55 ⁽¹⁵⁾	7 years and under and <57 inches tall ⁽¹⁶⁾	Front	17 and under, all seats	Bus or school bus >10,000 lb, emergency vehicles, taxicabs. Exempts persons unable to use seat belt when all available seat belt assemblies are in use (in this case, unsecured children must sit in the back seat).
ID	Secondary	\$10	6 years and under	All	All	>8,000 lb, mail carriers, implements of husbandry.
IL	Primary	\$25	7 years and under	Front	15 and under, all seats	Emergency vehicles, vehicles making frequent stops. If driver is under 18, all passengers under 19 must be restrained. Children >40 lb may use lap belt in rear seat if no combination belt is available.

⁽¹⁾May include rear-facing child restraint seats, forward-facing child restraint seats, and booster seats.

⁽²⁾Virtually every state exempts persons who for medical reasons cannot use a safety belt and vehicles not originally required to be equipped with safety belts.

⁽³⁾The word "all" used in this category means that everyone in the vehicle must be restrained. For children, that may be in a child restraint.

⁽⁴⁾Exemptions for emergency vehicles and buses generally do not apply to the driver.

⁽⁵⁾Children 1 year of age and under or <20 lb must be in rear-facing child restraint; under 5 years or <40 lb in forward-facing child restraint; booster seat until age 6.

⁽⁶⁾To enforce the safety belt law, the officer must personally observe the violation or have another reason to stop the vehicle.

⁽⁷⁾If a motorist is wearing a safety belt when stopped for another violation, the fine for that violation is reduced by \$10.

⁽⁸⁾Children 6 years of age or at least 60 lb may be in a safety belt.

⁽⁹⁾Primary enforcement if the driver is under 17 years of age.

⁽¹⁰⁾Children under 1 year of age and <20 lb must be in rear-facing infant seat; 1-3 years and 20-40 lb in forward-facing child seat; 4-5 years and <55 inches in booster seat. Secondary enforcement for children 4-5 years required to be in booster seats.

⁽¹¹⁾Children under 1 year of age or <20 lb must be in rear-facing restraint system; 4 years and older in "student transportation" (not a school bus) in child seat or safety belt. Booster seats may be used only in seating positions with lap and shoulder belts.

⁽¹²⁾Plus 2 points on license record.

⁽¹³⁾Child restraint requirement is satisfied for children 3 or 4 years old if restrained in a safety belt; 5 years and under must be in rear seat if available.

⁽¹⁴⁾Drivers may be fined up to \$100 and seat passengers \$50 for each passenger under 16 years old not wearing a safety belt.

⁽¹⁵⁾Includes \$45 fine and \$10 surcharge for neuro-trauma special fund.

⁽¹⁶⁾Effective January 1, 2007.

Source: NHTSA, Regional Office. Updated as of July 1, 2006.

Table 123

Key Provisions of Occupant Restraint Laws (Continued)

State	Enforcement	Belt Fine	Child Restraint Required ⁽¹⁾	Safety Belt Required ⁽²⁾		Vehicles Exempted and Other Information ⁽⁴⁾
				Seats	Ages ⁽³⁾	
IN	Primary	\$25	7 years and under ⁽¹⁷⁾	Front	15 and under, all seats ⁽¹⁸⁾	Truck, tractor, RV, pickup truck, SUV if registered as pickup truck, postal vehicles, delivery vehicles, taxi, bus, emergency vehicles, antique cars.
IA	Primary	\$25	5 years and under ⁽¹⁹⁾	Front	10 and under, all seats	Delivery vehicles that do not exceed 25 mph between stops, emergency vehicles, postal vehicles.
KS	Secondary	\$10	7 years and under, <80 lb, and <67 inches tall ⁽²⁰⁾	Front	Under 14, all seats	Designed for >10 people, truck >12,000 lb, off-road vehicles, postal vehicles, newspaper delivery vehicles.
KY	Primary ⁽²¹⁾	\$25	<40 inches tall	All	All	Designed for >10 people, trucks >12,000 lb, farm trucks 2,000 lb or more, postal vehicles. Safety belt roadblocks prohibited. No points on driving record for belt violations.
LA	Primary	\$25	5 years and under ⁽²²⁾	Front	12 and under, all seats	Designed for >10 people, utility vehicles traveling <20 mph, model year <1981, postal vehicles, farm vehicles, persons delivering newspapers.
ME	Secondary	\$25-\$50	<40 lb in child restraint; 7 years and under and <80 lb in booster seat	All	All	Manufactured without safety belts, postal vehicles. Everyone in school bus equipped with safety belts must use them.
MD	Primary	\$25	5 years and under or 40 lb or less	Outboard front	15 and under, all seats	"Historical" vehicles, for-hire vehicles, farm vehicles within 10 miles of farm, vanpool vehicles, ambulances, funeral limousines, modified vehicles 25+ years old.
MA	Secondary	\$25	4 years and under and 40 lb or less	All	All	Trucks >18,000 lb, buses and taxis, emergency vehicles, postal vehicles.
MI	Primary	\$25	3 years and under	Front	15 and under, all seats ⁽²³⁾	Taxi, bus, school bus, postal service vehicles, commercial vehicles making frequent stops.
MN	Secondary	\$25	3 years and under	Front	10 and under, all seats ⁽²⁴⁾	Farm pickup trucks, postal vehicles, commercial vehicles making frequent stops if not exceeding 25 mph between stops.
MS	Primary	\$25	3 years and under	Front	Under 16, all seats	Farm vehicles, buses, postal vehicles, utility meter readers' vehicles, all-terrain vehicles, vehicles designed for >15 people.
MO	Secondary ⁽²⁵⁾	\$10	Under 4 years and <40 lb in child restraint; 4-7 years, <80 lb, and <57 inches tall in booster seat	Front	Under 16, all seats	Designed for >10 people, truck >12,000 lb, postal service vehicles, vehicles being used for agriculture.
MT	Secondary ⁽²⁶⁾	\$20	5 years and under and <60 lb	All	All	Vehicles making frequent stops if exemption obtained from state; construction vehicles.
NE	Secondary	\$25	5 years and under	Front	15 and under, all seats	Model year <1973, farm tractors and other agricultural equipment, buses, postal vehicles, ambulance or rescue service vehicles.

⁽¹⁷⁾Children >40 pounds may be restrained by a lap safety belt if: (1) the vehicle is not equipped with lap and shoulder safety belts; or (2) all lap and shoulder safety belts are being used to properly restrain other children <16 years of age (not including the operator's seat and the front passenger seat).

⁽¹⁸⁾The requirement for drivers to assure that children 15 years and under in all seats are belted does not apply to holders of an Indiana driver's license.

⁽¹⁹⁾Children <1 year of age and <20 lb must be in rear-facing child seat; 3 years or older but <6 years may be secured in child restraint, safety belt, or safety harness.

⁽²⁰⁾If the number of children subject to these requirements exceeds the number of passenger securing locations available for use by children, and all securing locations are in use by children, the requirement is waived for the additional children.

⁽²¹⁾Primary enforcement begins 1/1/07; until then, "courtesy notices" will be given as part of educational phase.

⁽²²⁾Children <1 year of age or <20 lb must be in rear-facing child seat; 1 to 4 years and 20 to 40 lb in forward-facing child seat; 4 to 6 years and 40 to 60 lb in booster seat.

⁽²³⁾A driver does not have to comply with this requirement if the number of children to be secured exceeds the number of safety belts available. Unsecured children must be seated in other than the front seat, and all front seat passengers must be secured. For pickup trucks, if all safety belts are being used and the vehicle does not have an extended cab or jump seats, unsecured children may be in front seat without a safety belt.

⁽²⁴⁾The safety belt requirement does not apply to persons riding in a vehicle with all available seat belt positions occupied.

⁽²⁵⁾Primary for children <16 years of age.

⁽²⁶⁾Exemption for persons who cannot use a seat belt because all available seat belts are in use.

Chapter 5 ■ States

Table 123

Key Provisions of Occupant Restraint Laws (Continued)

State	Enforcement	Belt Fine	Child Restraint Required ⁽¹⁾	Safety Belt Required ⁽²⁾		Vehicles Exempted and Other Information ⁽⁴⁾
				Seats	Ages ⁽³⁾	
NV	Secondary	\$25	5 years and under and 60 lb or less	All	All	Taxi, bus, school bus, postal service vehicles, emergency vehicles, delivery vehicles not exceeding 15 mph, any vehicle or seating position if the state determines compliance is impractical.
NH	No adult law	\$25	5 years and under if <55 inches tall	All	Under 18 only (primary law)	School bus, vehicle for hire, model year <1968, antique cars, vehicles in parade traveling at 10 mph or less.
NC	Primary	\$25 ⁽²⁷⁾	7 years and under and < 80 lb ⁽²⁸⁾	Front; all seats as of 7/1/07	15 and under, all seats; all ages as of 7/1/07	Designed for >11 people, farm vehicles, postal vehicles, designated commercial vehicles, emergency vehicles. If no lap and shoulder belt, children 40-80 lb may be in lap belt.
ND	Secondary ⁽²⁹⁾	\$20	6 years and under and <57 inches tall or <80 lb ⁽³⁰⁾	Front	17 and under	Designed for >10 people, farm vehicles, rural mail carriers. When all seats or all front seat safety belts are used by other occupants.
NJ	Primary	\$20	7 years and under and <80 lb ⁽³¹⁾	Front	17 and under, all seats	Manufactured before 1966, rural letter carriers.
NM	Primary	\$25 ⁽³²⁾	6 years and under or <60 lb ⁽³³⁾	All	All	Vehicles >10,000 lb, rural letter carriers.
NY	Primary	\$50-\$100 ⁽³⁴⁾	6 years and under	Front	Under 16, all seats	Bus, school bus, ⁽³⁵⁾ taxi, emergency or delivery vehicle, rural letter carriers.
OH	Secondary	\$30 ⁽³⁶⁾	3 years and under or <40 lb	Front	—	Postal service vehicles, vehicles delivering newspapers.
OK	Primary	\$20	5 years and under ⁽³⁷⁾	Front	12 and under, all seats	Farm vehicles, truck, truck tractor, RV, postal service vehicles, school buses, taxicabs, emergency vehicles.
OR	Primary	\$75 or less	5 years and under and 60 lb or less ⁽³⁸⁾	All	All	Newspaper, mail, meter, and transit vehicles; for-hire vehicles; trash trucks, emergency vehicles, taxicab operators.
PA	Secondary	\$10 ⁽³⁹⁾	7 years and under ⁽⁴⁰⁾	Front	17 and under, all seats	Truck >7,000 lb, rural letter carriers, delivery vehicles traveling at 15 mph or less.
RI	Secondary ⁽⁴¹⁾	\$75	6 years and under, ⁽⁴²⁾ <54 inches tall, and <80 lb	All	All	Postal service vehicles.

⁽¹⁾May include rear-facing child restraint seats, forward-facing child restraint seats, and booster seats.

⁽²⁾Virtually every state exempts persons who for medical reasons cannot use a safety belt and vehicles not originally required to be equipped with safety belts.

⁽³⁾The word "all" used in this category means that everyone in the vehicle must be restrained. For children, that may be in a child restraint.

⁽⁴⁾Exemptions for emergency vehicles and buses generally do not apply to the driver.

⁽²⁷⁾On July 1, 2007, the fine for a rear seat passenger will be \$10 and no court costs, with secondary enforcement of violations occurring in the rear seat.

⁽²⁸⁾In vehicles with front side passenger air bags, a child <5 years of age and <40 lb shall be properly secured in the rear seat unless the child restraint system is designed for use with air bags.

⁽²⁹⁾Primary enforcement for all positions if occupant is <18 years of age.

⁽³⁰⁾The requirement to use either a child restraint system or a safety belt does not apply either (1) to a child if all available safety belts in the vehicle are in use by other family members or (2) to a child being transported in an emergency situation.

⁽³¹⁾Seated in rear seat if available.

⁽³²⁾Plus 2 points on driving record.

⁽³³⁾Children <1 year in a of age in rear-facing infant seat, in rear seat if available; 1-4 years or <40 lb in child safety seat; 5-6 years or <60 lb in booster seat.

⁽³⁴⁾Plus 3 points on license record if the violation involves a child under 16 years of age. Front seat passengers 16 years and older can be fined up to \$50 and drivers can be fined up to \$100 for each passenger <16 years not wearing a safety belt.

⁽³⁵⁾School buses sold in the state must be equipped with seat belts. Board of Education, via regulations, may provide that on school buses under its jurisdiction, safety belts be used when vehicle is in operation.

⁽³⁶⁾\$30 driver, \$20 passenger.

⁽³⁷⁾Children >40 lb may be belted in rear seat by a lap belt if vehicle is not equipped with lap and shoulder belts or when the lap and shoulder belts are being used by other children.

⁽³⁸⁾Children 3 years of age or younger and <40 lb in child restraint seat; 4-5 years or 40-60 lb in booster seat.

⁽³⁹⁾Fine is \$10, but with court, EMS, judicial, and computer costs the ticket total is \$51.50.

⁽⁴⁰⁾Secondary enforcement for children 4-7 years of age, who must be in booster seats.

⁽⁴¹⁾Primary enforcement for drivers and occupants <18 years of age.

⁽⁴²⁾Children 6 years of age and under must be in rear seat if available.

Table 123

Key Provisions of Occupant Restraint Laws (Continued)

State	Enforcement	Belt Fine	Child Restraint Required ⁽¹⁾	Safety Belt Required ⁽²⁾		Vehicles Exempted and Other Information ⁽⁴⁾
				Seats	Ages ⁽³⁾	
SC	Primary ⁽⁴³⁾	\$25	1-6 years and 40-80 lb ⁽⁴⁴⁾	All	All	Emergency vehicles, buses, postal service vehicles, delivery vehicles, vehicles carrying >10 passengers, parade vehicles; vehicles in which all seating positions with safety belts are already occupied; persons occupying rear seat, unless the vehicle is equipped with a shoulder harness.
SD	Secondary ⁽⁴⁵⁾	\$20	4 years and under and <40 lb	Front	17 and under, all seats	Passenger bus, school bus, rural mail carriers, newspaper or periodical deliveries.
TN	Primary	\$10 ⁽⁴⁶⁾	8 years and under and <57 inches tall ⁽⁴⁷⁾	Front	Under 16, all seats ⁽⁴⁸⁾	>8,500 lb, rural letter carriers, utility workers, newspaper delivery; vehicles in parades, hayrides, or crossing a highway from one field to another if operated at <15 mph.
TX	Primary	\$25-\$50	4 years and under and <36 inches tall	Front	16 and under, all seats ⁽⁴⁹⁾	Designed for >10 people, truck >15,000 lb, farm vehicles, postal service vehicles, meter readers.
UT	Secondary ⁽⁵⁰⁾	\$45 or less ⁽⁵¹⁾	4 years and under	All	All	Passengers exempted if all seats occupied or if riding in seating positions not equipped with safety belts.
VT	Secondary	\$25	6 years and under in child seat ⁽⁵²⁾	All	All	Bus, taxi, rural mail carriers, delivery vehicles traveling at 15 mph or less, emergency vehicles, farm tractors.
VA	Secondary	\$25	5 years and under ⁽⁵³⁾	Front	Under 16, all seats	Designed for >10 people, taxi, police vehicles, rural mail carriers, newspaper delivery, utility meter readers, commercial vehicles making frequent stops.
WA	Primary	\$35	7 years and under and <57 inches	All	All	Designed for >10 people; when all designated seating positions are occupied; vehicles exempted by state regulation, including farm, construction, or commercial vehicles making frequent stops.
WV	Secondary	\$25 ⁽⁵⁴⁾	7 years and under and <57 inches ⁽⁵⁵⁾	Front	Under 17, all seats	Designed for >10 people, rural mail carriers.
WI	Secondary	\$10	7 years and under, 80 lb or less, <57 inches ⁽⁵⁶⁾	Front	All ⁽⁵⁷⁾	Taxis, farm trucks engaged in farming, emergency vehicles required to make more than 10 stops per mile, rural mail carriers, land surveyors.
WY	Secondary ⁽⁵⁸⁾	\$25 ⁽⁵⁹⁾	8 years and under in rear seat, 80 lb or less in rear seat if available ⁽⁶⁰⁾	All	All	Postal vehicles, emergency vehicles, buses. Excess passengers exempted if all seats are occupied.

⁽⁴³⁾Safety belt law may not be enforced by checkpoints designed for that purpose. Law does not apply to an occupant if all belts in the vehicle are used by other occupants.

⁽⁴⁴⁾Children <1 year of age or <20 lb must be in rear-facing infant seat; 5 years and under in rear seat if available; 1-5 years and up to 80 lb in child safety seat unless the knees bend over the seat edge when sitting up straight against the seat back (in this case, use of safety belt is permitted); up to \$150 fine, which may be waived with acquisition of child restraint.

⁽⁴⁵⁾Primary enforcement for all seating positions if occupant is <18 years of age.

⁽⁴⁶⁾Drivers 18 years of age and older pay \$10 if they do not contest the citation; drivers 16-17 years pay \$20; \$50 if unsuccessfully contested in court.

⁽⁴⁷⁾Under 1 year of age and <20 lb in rear-facing child seat; 1-3 years and 20 lb or more in forward-facing child seat.

⁽⁴⁸⁾Drivers 16 or 17 years of age must wear a safety belt. Driver cannot be fined for failure of a passenger >16 years to wear a safety belt.

⁽⁴⁹⁾Safety belt requirement does not apply to passengers occupying seating positions without safety belts.

⁽⁵⁰⁾Primary enforcement for all seating positions if occupant is 18 years of age or under.

⁽⁵¹⁾Reduced to \$15 upon completion of class; standard enforcement for children 18 years of age and under.

⁽⁵²⁾Less than 1 year of age or <20 lb in rear-facing child seat; 2-7 years in child passenger restraint system unless all available safety belts are in use and children <5 years are secured in child passenger restraints.

⁽⁵³⁾Children at least 4 years of age may be belted if the weight or size of the child makes use of a child restraint device impractical.

⁽⁵⁴⁾The fine for drivers is \$25; the fine for passengers >12 years of age is \$10.

⁽⁵⁵⁾If all seat belts in a vehicle are being used at the time of examination by a law officer and the vehicle contains more passengers than the total number of seat belts or other safety devices as installed in compliance with federal motor vehicle safety standards, the driver may not be considered in violation.

⁽⁵⁶⁾Less than 1 year of age or <20 lb in rear-facing child seat; 1-3 years and 20 to 40 lb in forward-facing child seat; 4-7 years, <80 lb, and <57 inches tall in booster seat.

⁽⁵⁷⁾Rear seat occupants must wear safety belt at any position where a shoulder harness is installed.

⁽⁵⁸⁾If motorist is wearing safety belt when stopped for another violation, the fine for that violation is reduced by \$10.

⁽⁵⁹⁾Passengers violating the safety belt requirements are subject to a fine of \$10.

⁽⁶⁰⁾Children exempted from booster seat requirement if lap and shoulder belt fits properly across collarbone, chest, and hips and does not pose a danger to neck, face, or abdominal area in the event of a crash or sudden stop.

Chapter 5 ■ States

Table 124
History of State Motorcycle Helmet Laws

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
AL	11/06/67		
AK	01/01/71	06/23/76	Repealed for operators age 18 and over.
AZ	01/01/69	05/27/76	Repealed for age 18 and over.
AR	06/29/67	07/31/97	Repealed for age 21 and over.
CA	01/01/85**	01/01/92	Reinstated for all.
CO	07/01/69	05/23/77	Repealed.
CT	10/01/67	06/01/76	Repealed.
		01/01/90	Reinstated for under age 18.
DE	06/21/68	06/10/78	Repealed for age 19 and over. All riders must have helmet in their possession.
		07/17/84	Helmet required for instruction permit holders.
DC	02/11/70		
FL	09/13/67	07/01/00	Repealed for age 21 and over if covered by insurance of at least \$10,000 in medical benefits.
GA	07/01/69		
HI	06/04/67	06/07/77	Repealed for age 18 and over.
ID	01/01/68	03/29/78	Repealed for age 18 and over.
IL	07/01/67	05/28/69	Helmet law ruled unconstitutional by State Supreme Court.
IN	07/26/67	09/01/77	Repealed.
		01/01/84	Reinstated for under age 18.
IA	09/01/75	07/01/76	Repealed.
KS	07/01/67	07/01/70	Repealed for age 21 and over.
		07/01/72	Reinstated for all.
		07/01/76	Repealed for age 16 and over.
		07/01/79	Reinstated for ages 16 and 17.
KY	06/13/68	07/15/98	Repealed for age 21 and over provided operator has held motorcycle license for 1 year and has provided proof of health insurance when registering motorcycle.
		07/04/00	Health insurance requirement repealed.
LA	07/13/68	10/01/76	Repealed for age 18 and over.
		01/01/82	Reinstated for all.
		08/15/99	Repealed for age 18 and over with health insurance with \$10,000 in medical benefits for bodily injuries.
		08/15/04	Reinstated for all.
ME	10/07/67	10/24/77	Repealed.
		07/03/80	Reinstated for under age 15.
		09/23/83	Required for holders of learners' permits and for licensees holding license for 1 year or less.
MD	07/01/68	07/01/79	Repealed for age 18 and over.
		10/01/92	Reinstated for all.
MA	05/22/67		
MI	03/10/67	06/12/68	All riders required to have helmet in their possession.
		07/29/69	Reinstated for all.
MN	05/01/68	04/06/77	Repealed for age 18 and over.
MS	03/28/74		
MO	09/28/67		
MT	07/01/73	07/01/77	Repealed for age 18 and over.
NE	05/29/67	09/01/77	Repealed (law was never enforced).
		01/01/89	Reinstated for all.
NV	01/01/72		
NH	09/05/67	08/07/77	Repealed for age 18 and over.

*Original law applied to all motorcyclists, unless otherwise noted.

**Applied only to riders under age 15½.

Table 124
History of State Motorcycle Helmet Laws (Continued)

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
NJ	01/01/68		
NM	06/16/67	06/17/77	Repealed for age 18 and over.
NY	01/01/67		
NC	01/01/68		
ND	07/01/67	07/01/77	Repealed except for operators under age 18 and passengers, regardless of age, if required for operator.
OH	01/01/68	07/10/78	Repealed except for riders under age 18; operators having motorcycle license less than 1 year; and passengers if required for operator.
OK	04/07/67	05/03/76	Repealed for age 18 and over.
OR	01/01/68	10/04/77	Repealed for age 18 and over.
		06/16/89	Reinstated for all (by voter referendum).
PA	07/01/68	09/04/03	Repealed for operator age 21 and over if operator has held motorcycle license for at least 2 years or has completed rider education. Repealed for passenger age 21 and over if operator is exempt.
RI	04/04/67	05/21/76	Repealed for all operators. Required for all passengers.
		07/01/92	Required for operators under 21, operators licensed for 1 year or less, and all passengers.
SC	07/01/67	06/16/80	Repealed for age 21 and over.
SD	07/01/67	07/01/77	Repealed for age 18 and over.
TN	06/01/67		
TX	08/28/67	05/20/77	Repealed for age 18 and over.
		09/01/89	Reinstated for all.
		09/01/97	Repealed for age 21 and over who have completed rider education or are covered by at least \$10,000 in medical insurance.
UT	05/13/69	05/08/77	Repealed for age 18 and over.
VT	03/06/68		
VA	06/05/70		
WA	06/08/67	07/01/77	Repealed.
		07/26/87	Reinstated for under age 18.
		06/07/90	Reinstated for all.
WV	05/25/71		
WI	07/01/68	03/19/78	Repealed except for under age 18 and instruction permit holders.
WY	05/24/73	05/27/83	Repealed for age 18 and over.
PR	07/20/60		

Source: Motorcycle Industry Council.

Chapter 5 ■ States

Table 125

States With .08 Blood Alcohol Concentration Illegal Per Se Laws

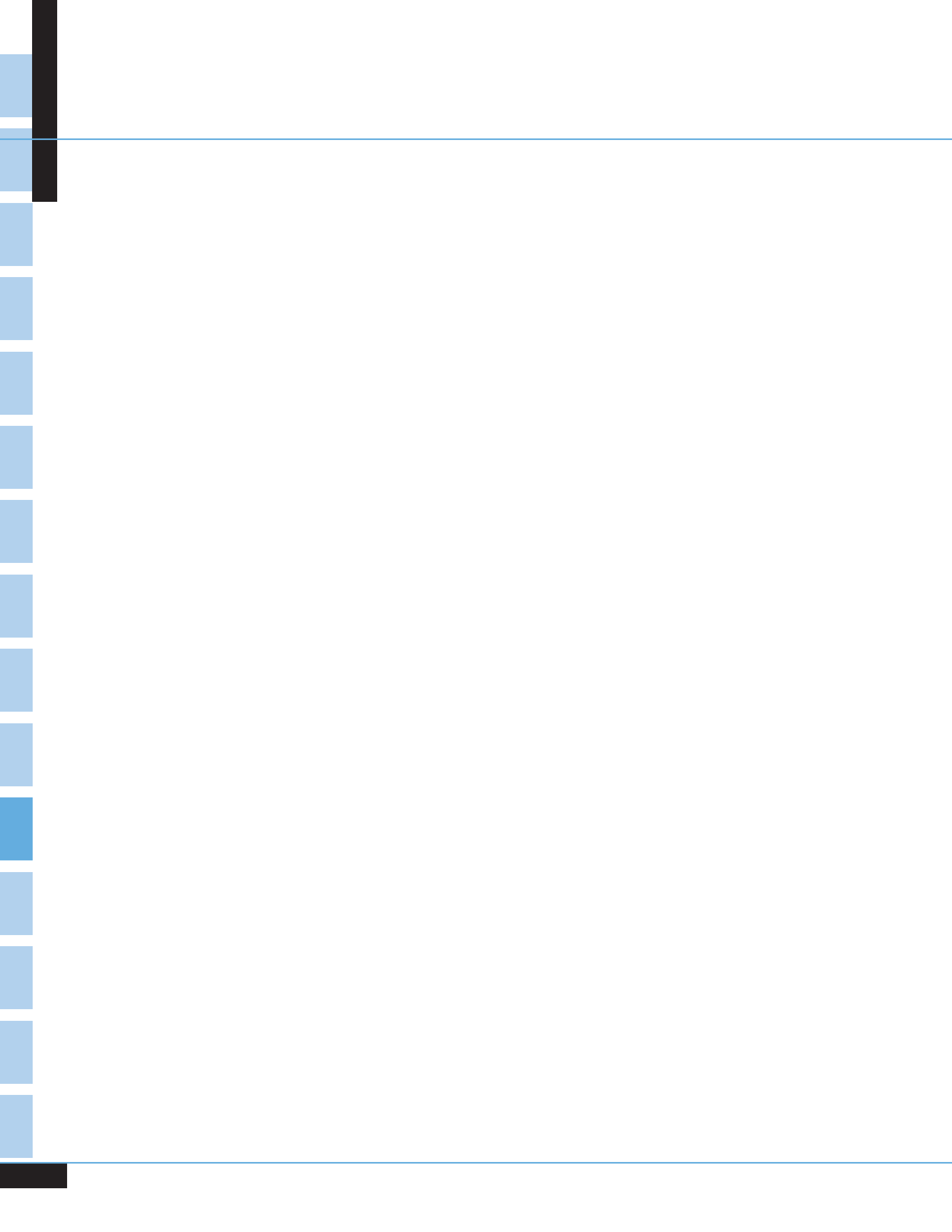
State	Enactment Date	Effective Date	State	Enactment Date	Effective Date
AL	July 31, 1995	October 1, 1995	MT	April 15, 2003	April 15, 2003
AK	July 3, 2001	September 1, 2001	NE	March 1, 2001	September 1, 2001
AZ	April 11, 2001	August 31, 2001	NV	June 10, 2003	September 23, 2003
AR	March 6, 2001	August 13, 2001	NH	April 15, 1993	January 1, 1994
CA	1989	January 1, 1990	NJ	January 12, 2004	January 20, 2004
CO	May 21, 2004	July 1, 2004	NM	March 19, 1993	January 1, 1994
CT	July 1, 2002	July 1, 2002	NY	December 30, 2002	July 1, 2003
DE	July 12, 2004	July 12, 2004	NC	July 5, 1993	October 1, 1993
DC	December 1, 1998	April 13, 1999	ND	April 7, 2003	August 27, 2003
FL	April 27, 1993	January 1, 1994	OH	March 31, 2003	July 1, 2003
GA	April 16, 2001	July 1, 2001	OK	June 8, 2001	July 1, 2001
HI	June 30, 1995	June 30, 1995	OR	August 4, 1983	October 15, 1983
ID	March 17, 1997	July 1, 1997	PA	September 30, 2003	September 30, 2003
IL	July 2, 1997	July 2, 1997	RI	July 2, 2003	July 2, 2003
IN	May 9, 2001	July 1, 2001	SC	June 19, 2003	August 19, 2003
IA	April 24, 2003	July 1, 2003	SD	February 27, 2002	July 1, 2002
KS	April 22, 1993	July 1, 1993	TN	June 27, 2002	July 1, 2003
KY	April 21, 2000	October 1, 2000	TX	May 28, 1999	September 1, 1999
LA	June 26, 2001	September 30, 2003	UT	March 19, 1983	August 1, 1983
ME	April 28, 1988	August 4, 1988	VT	June 6, 1991	July 1, 1991
MD	April 10, 2001	September 30, 2001	VA	April 6, 1994	July 1, 1994
MA	June 30, 2003	June 30, 2003	WA	March 30, 1998	January 1, 1999
MI	July 15, 2003	September 30, 2003	WV	February 16, 2004	May 4, 2004
MN	May 27, 2004	August 1, 2005	WI	July 3, 2003	September 30, 2003
MS	March 11, 2002	July 1, 2002	WY	March 11, 2002	July 1, 2002
MO	June 12, 2001	September 29, 2001	PR	January 10, 2000	January 10, 2001

In 2005, all 50 states, the District of Columbia, and Puerto Rico had .08 blood alcohol concentration illegal per se laws.

Note: The term “illegal per se” refers to state laws that make it a criminal offense to operate a motor vehicle at or above a specified alcohol (or drug) concentration in the blood, breath, or urine.

Source: NHTSA, Injury Control Operations and Resources.

APPENDIXES



APPENDIX A ■ FARS DATA ELEMENTS

2005 Fatality Analysis Reporting System Data Elements

Crash Level

Crash Date	Number of Travel Lanes
Atmospheric Condition	Number of Vehicle Forms Submitted
City	Rail Grade Crossing Identifier
Construction/Maintenance Zone	Related Factors—Crash Level
County	Relation to Junction
Day of Week	Relation to Roadway
Emergency Medical Services (EMS) Notification Time	Roadway Alignment
EMS Arrival Time at Hospital	Roadway Function Class
EMS Arrival Time at Scene	Roadway Profile
First Harmful Event	Roadway Surface Condition
Global Position	Roadway Surface Type
Hit and Run	Route Signing
Light Condition	School Bus Related
Manner of Collision	Special Jurisdiction
Milepoint	Speed Limit
National Highway System	State
Number of Drinking Drivers in Crash	Time
Number of Fatalities in Crash	Traffic Control Device
Number of Forms Submitted	Traffic Control Device Functioning
for Persons Not in Motor Vehicles	Trafficway Flow
Number of Person Forms Submitted	Trafficway Identifier

Vehicle Level

Body Type	Related Factors—Vehicle Level
Bus Use	Rollover
Cargo Body Type	Sequence of Events
Crash Avoidance Maneuver	Special Use
Emergency Use	Travel Speed
Extent of Deformation	Truck Fuel Type
Fire Occurrence	Truck Gross Vehicle Weight Rating
Gross Vehicle Weight Rating	Truck Series
Hazardous Cargo	Underride/Override
Impact Point—Initial	Unit Type
Impact Point—Principal	Vehicle Configuration
Jackknife	Vehicle Identification Number
Manner of Leaving Scene	Vehicle Make
Most Harmful Event	Vehicle Maneuver
Motor Carrier Identification Number	Vehicle Model
Motorcycle Displacement	Vehicle Model Year
Number of Axles	Vehicle Number
Number of Deaths in Vehicle	Vehicle Role
Number of Occupants in Vehicle	Vehicle Trailing
Passenger Car Weight	VIN Body Type
Passenger Car Wheelbase (Short and Long)	VIN Length
Registered Vehicle Owner	VIN Model
Registration State	

Appendix A ■ FARS Data Elements

2005 Fatality Analysis Reporting System Data Elements (Continued)

Driver Level

Commercial Motor Vehicle License Status	Driver Presence
Compliance with License Endorsements	Driver Weight
Compliance with License Restrictions	Driver Zip Code
Date of First and Last Crash, Suspension, Conviction	License State
Driver Drinking	Non-CDL License Status
Driver Height	Related Factors—Driver Level
Driver Level Counters	Violations Charged
Driver License Type Compliance	

Person Level

Age	Method of Other Drug Determination by Police
Air Bag Availability/Deployment	Nonoccupant Location
Alcohol Test Results	Nonoccupant Striking Vehicle Number
Alcohol Test Type	Person Number
Death Date	Person Type
Death Time	Police-Reported Alcohol Involvement
Died at Scene/En Route	Police-Reported Other Drug Involvement
Drug Test Results	Race
Drug Test Type	Related Factors—Person Level
Ejection	Restraint System Use
Ejection Path	Seating Position
Extrication	Sex
Fatal Injury at Work	Taken to Hospital or Treatment Facility
Hispanic Origin	Time of Crash to Time of Death
Injury Severity	Vehicle Number
Method of Alcohol Determination	

APPENDIX B ■ GES DATA ELEMENTS

2005 General Estimates System Data Elements

Crash Level

Alcohol Involved in Crash	Number of Travel Lanes
Atmospheric Condition	Number of Vehicles
Day of Week	Pedestrian/Pedalcyclist Crash Type
EMS on Scene	Region of Country
First Harmful Event	Relation to Junction
Hour of Crash	Relation to Roadway
Interstate Highway	Roadway Alignment
Land Use	Roadway Profile
Light Condition	Roadway Surface Condition
Manner of Collision	School Bus Related
Maximum Injury Severity	Speed Limit
Minute of Crash	Traffic Control Device
Month of Crash	Trafficway Flow
Number Injured in Crash	Work Zone
Number of Nonoccupants	Year of Crash

Vehicle/Driver Level

Crash Type	Manner of Leaving Scene
Body Type	Maximum Injury Severity in Vehicle
Cargo Body Type	Model Year
Carrier's Identification Number	Most Harmful Event
Corrective Action Attempted	Movement Prior to Critical Event
Critical Event	Number Injured in Vehicle
Damage Areas	Number of Axles, Including Trailer
Damage Severity	Number of Occupants
Driver Distracted By	Precrash Location
Driver Drinking in Vehicle	Precrash Vehicle Control
Driver Maneuvered To Avoid	Rollover Type
Driver Presence	Special Use
Driver's Vision Obscured By	Speed Related
Driver's Zip Code	Travel Speed
Emergency Use	Vehicle Contributing Factors
Fire Occurrence	Vehicle Identification Number
Hazardous Materials Placard Number	Vehicle Make
Hazardous Materials Placarded	Vehicle Model
Hazardous Materials Release	Vehicle Number
Hit and Run	Vehicle Role
Initial Point of Impact	Vehicle Trailing
Jackknife	Violations Charged

Appendix B ■ GES Data Elements

2005 General Estimates System Data Elements (Continued)

Person Level

Age	Person Type
Air Bag Availability/Function	Person Number
Alcohol Test Given	Person's Physical Impairment
Drug Test Given	Police-Reported Alcohol Involvement
Ejection	Police-Reported Drug Involvement
Injury Severity	Restraint System Use
Nonoccupant Action	Seating Position
Nonoccupant Location	Sex
Nonoccupant Safety Equipment Use	Taken to Hospital or Treatment Facility
Nonoccupant Striking Vehicle Number	Vehicle Number

APPENDIX C ■ GES TECHNICAL NOTES

Standard Errors

The national estimates produced from GES data may differ from the true values, because they are based on a probability sample of crashes and not a census of all crashes. The size of these differences may vary depending on which sample of crashes was selected. [For a complete description of the GES sampling design, see *National Accident Sampling System General Estimates System Technical Note* (DOT HS 807 796) available from NCSA.] The standard error of an estimate is a measure of the precision or reliability with which an estimate from this particular GES sample approximates the results of a census.

In a report of this size, it is impractical to provide standard errors for each estimate. Instead, generalized standard errors for estimates of totals are provided in the following table. Generalized errors were calculated separately for the crash, vehicle, and people characteristics. The values for the GES estimates and an estimate of one standard error are given in Table C1 on the following page. By adding and subtracting two standard errors, a 95 percent confidence interval can be created for the GES estimates in this report. For example, the estimated number of injury crashes that occurred in the month of February is given in Table 23 as 137,000. To calculate one standard error for this crash estimate, use Table C1. Since 137,000 does not appear in the Crash Estimate column of Table C1, use linear interpolation from the standard error values for 100,000 (8,200) and 200,000 (14,900). One standard error would be approximately 10,700. The 95 percent confidence interval for this estimate would be $137,000 \pm 2 \times 10,700$ or 115,600 to 158,400.

Appendix C ■ GES Technical Notes

Table C1
2005 GES Estimates and Standard Errors

Crash Estimate (x)	Crash Standard Error (SE) *	Vehicle Estimate (x)	Vehicle Standard Error (SE) **	Person Estimate (x)	Person Standard Error (SE) ***
1,000	400	1,000	400	1,000	400
5,000	1,000	5,000	1,000	5,000	900
6,000	1,100	10,000	1,500	10,000	1,400
7,000	1,200	20,000	2,400	20,000	2,300
8,000	1,300	30,000	3,200	30,000	3,000
9,000	1,400	40,000	4,000	40,000	3,700
10,000	1,500	50,000	4,700	50,000	4,300
20,000	2,400	60,000	5,400	60,000	5,000
30,000	3,200	70,000	6,100	70,000	5,600
40,000	4,000	80,000	6,800	80,000	6,200
50,000	4,700	90,000	7,500	90,000	6,800
60,000	5,400	100,000	8,200	100,000	7,400
70,000	6,200	200,000	14,700	200,000	12,900
80,000	6,900	300,000	21,000	300,000	18,200
90,000	7,500	400,000	27,300	400,000	23,400
100,000	8,200	500,000	33,600	500,000	28,500
200,000	14,900	600,000	39,800	600,000	33,600
300,000	21,300	700,000	46,200	700,000	38,700
400,000	27,800	800,000	52,500	800,000	43,800
500,000	34,200	900,000	58,900	900,000	48,900
600,000	40,700	1,000,000	65,300	1,000,000	54,000
700,000	47,200	2,000,000	131,600	2,000,000	105,700
800,000	53,700	3,000,000	201,300	3,000,000	158,800
900,000	60,300	4,000,000	274,200	4,000,000	213,600
1,000,000	66,900	5,000,000	350,000	5,000,000	269,800
2,000,000	135,400	6,000,000	428,200	6,000,000	327,300
3,000,000	207,800	7,000,000	508,800	7,000,000	386,200
4,000,000	283,700	8,000,000	591,600	8,000,000	446,200
5,000,000	362,600	9,000,000	676,500	9,000,000	507,400
6,000,000	444,400	10,000,000	763,300	10,000,000	569,600
6,500,000	486,200	11,000,000	852,000	11,000,000	632,900
7,000,000	528,700	12,000,000	942,500	12,000,000	697,100
* $SE = e^{a+b (\ln x)^2}$, where a = 4.254750 b = 0.035920		** $SE = e^{a+b (\ln x)^2}$, where a = 4.278620 b = 0.035670		*** $SE = e^{a+b (\ln x)^2}$, where a = 4.372960 b = 0.034180	

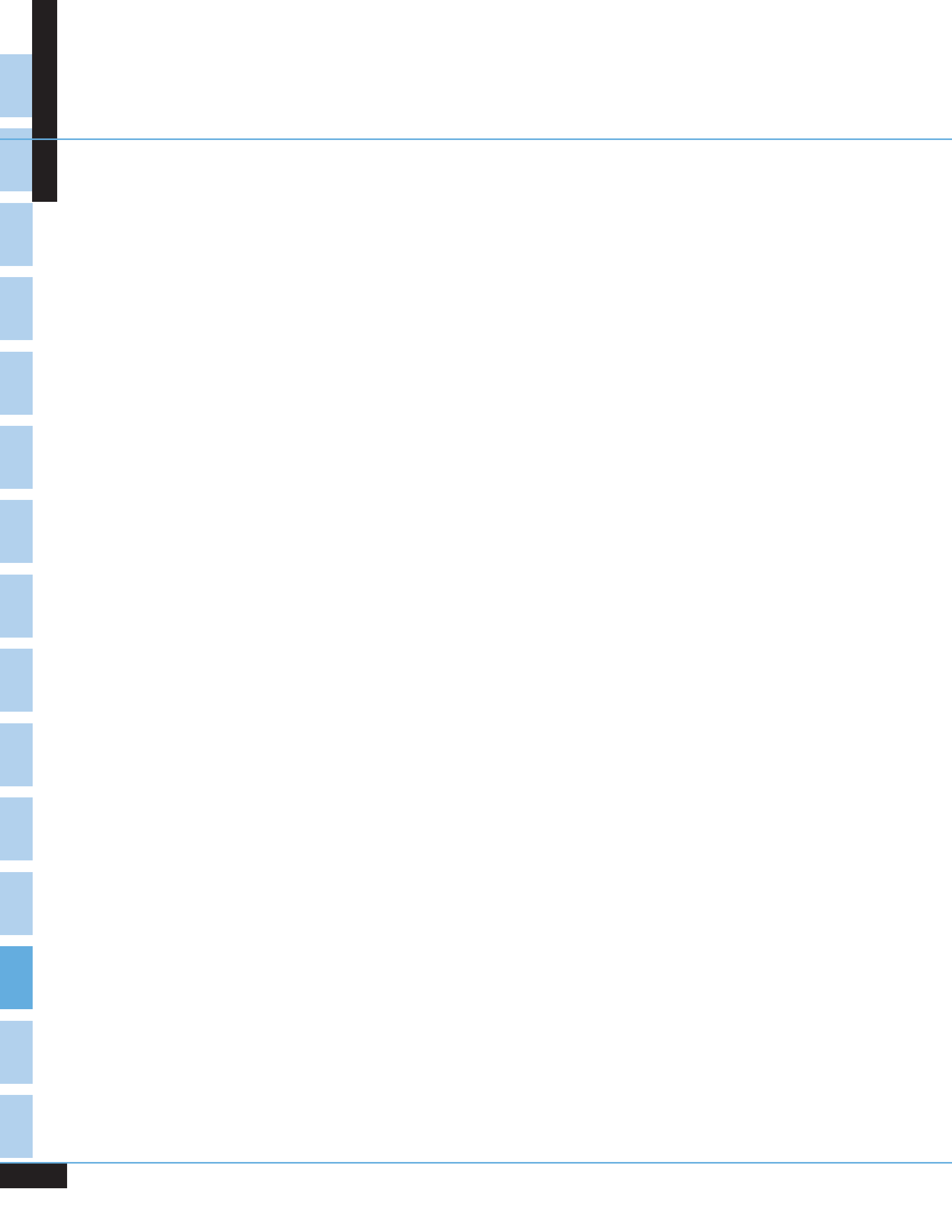
Appendix C ■ GES Technical Notes

Unknowns

GES data are obtained either directly from an item on the PAR or by interpreting the information provided in the report through reviewing the crash diagram, the Officer's written summary of the crash, or combinations of variables on the PAR. Because of this interpretation, and because the police officer may not have entered some item of information or provide complete information, data can be missing. Two different statistical procedures are used on GES data to complete values for unknown data. These procedures, univariate and hotdeck imputation, are described in a technical report available from NCSA, *Imputation in the General Estimates System* (DOT HS 807 985). Table C2 below gives the reader the proportion of unknown values prior to imputation for variables with imputed values that were used in this report.

Table C2
Percent of Unknowns for 2005 GES Data Elements

Crash Level			
Alcohol Involved in Crash	7.3%	Manner of Collision	0.2%
Atmospheric Condition	1.3%	Minute of Crash	0.6%
Crash Severity	3.2%	Relation to Junction	0.4%
Day of Week	0.0%	Relation to Roadway	0.2%
First Harmful Event	0.1%	Roadway Surface Condition	1.4%
Hour of Crash	0.6%	Speed Limit	15.3%
Light Condition	0.9%	Traffic Control Device	4.7%
Vehicle/Driver Level			
Driver Drinking in Vehicle	10.3%	Rollover Type	0.5%
Initial Point of Impact	1.7%	Vehicle Type	1.6%
Most Harmful Event	0.1%		
Person Level			
Age	8.2%	Seating Position	0.9%
Injury Severity	4.4%	Sex	5.7%
Police-Reported Alcohol Involvement	4.4%		



Alcohol Involvement

NHTSA defines a fatal crash as alcohol-related or alcohol-involved if at least one driver or nonoccupant (such as a pedestrian or pedalcyclist) involved in the crash is determined to have had a Blood Alcohol Concentration (BAC) of .01 gram per deciliter (g/dl) or higher. Thus, any fatality that occurs in an alcohol-related crash is considered an alcohol-related fatality.

NHTSA defines a nonfatal crash as alcohol-related or alcohol-involved if police indicate on the police accident report that there is evidence of alcohol present. The code does not necessarily mean that a driver or nonoccupant was tested for alcohol.

The term “alcohol-related” or “alcohol-involved” does not indicate that a crash or fatality was caused by the presence of alcohol.

Blood Alcohol Concentration

The BAC is measured as a percentage by weight of alcohol in the blood (grams/deciliter). A positive BAC level (.01 g/dl and higher) indicates that alcohol was consumed by the person tested; a BAC level of .01 to .07 g/dl indicates that the person was impaired; a BAC level of .08 g/dl or more indicates that the person was intoxicated.

Body Type

Detailed type of motor vehicle within a vehicle type.

Bus

Large motor vehicles used to carry more than ten passengers, including school buses, inter-city buses, and transit buses.

Combination Truck

A truck tractor not pulling a trailer; a tractor pulling at least one full or semi-trailer; or a single-unit truck pulling at least one trailer.

Construction/Maintenance Zone

An area, usually marked by signs, barricades, or other devices indicating that highway construction or highway maintenance activities are ongoing.

Crash

An event that produces injury and/or property damage, involves a motor vehicle in transport, and occurs on a trafficway or while the vehicle is still in motion after running off the trafficway.

Crash Severity

1. **Fatal Crash.** A police-reported crash involving a motor vehicle in transport on a trafficway in which at least one person dies within 30 days of the crash.
2. **Injury Crash.** A police-reported crash that involves a motor vehicle in transport on a trafficway in which no one died but at least one person was reported to have: (1) an incapacitating injury; (2) a visible but not incapacitating injury; (3) a possible, not visible injury; or (4) an injury of unknown severity.
3. **Property-Damage-Only Crash.** A police-reported crash involving a motor vehicle in transport on a trafficway in which no one involved in the crash suffered any injuries.

Crash Type

Single-vehicle or multiple-vehicle crash.

Day

From 6 a.m. to 5:59 p.m.

Driver

An occupant of a vehicle who is in physical control of a motor vehicle in transport, or for an out-of-control vehicle, an occupant who was in control until control was lost.

Ejection

Refers to occupants being totally or partially thrown from the vehicle as a result of an impact or rollover.

First Harmful Event

The first event during a crash that caused injury or property damage.

Fixed Object

Stationary structures or substantial vegetation attached to the terrain.

Glossary

Gross Vehicle Weight Rating (GVWR)

The maximum rated capacity of a vehicle, including the weight of the base vehicle, all added equipment, driver and passengers, and all cargo loaded into or on the vehicle. Actual weight may be less than or greater than GVWR.

Initial Impact Point

The first impact point that produced personal injury or property damage, regardless of First or Most Harmful Event.

Injury Severity

The police-reported injury severity of the person (i.e., occupant, pedestrian, or pedalcyclist).

1. Killed (Fatal)
2. Injured (Incapacitating injury, evident injury but not incapacitating, complaint of injury, or injured, severity unknown).
3. No injury.

Jackknife

Jackknife can occur at any time during the crash sequence. In this report, jackknifing is restricted to truck tractors pulling a trailing unit in which the trailing unit and the pulling vehicle rotate with respect to each other.

Junction

Area formed by the connection of two roadways, including intersections, interchange areas, and entrance/exit ramps.

Land Use

The crash location (urban or rural).

Large Trucks

Trucks over 10,000 pounds gross vehicle weight rating, including single unit trucks and truck tractors.

Light Trucks

Trucks of 10,000 pounds gross vehicle weight rating or less, including pickups, vans, truck-based station wagons, and utility vehicles.

Manner of Collision

A classification for crashes in which the first harmful event was a collision between two motor vehicles in transport and is described as one of the following:

Angle. Collisions which are not head-on, rear-end, rear-to-rear, or sideswipe.

Head-on. Refers to a collision where the front end of one vehicle collides with the front-end of another vehicle while the two vehicles are traveling in opposite directions.

Rear-end. A collision in which one vehicle collides with the rear of another vehicle.

Sideswipe. A collision in which the sides of both vehicles sustain minimal engagements.

Most Harmful Event

The event during a crash for a particular vehicle that is judged to have produced the greatest personal injury or property damage.

Motorcycle

A two- or three-wheeled motor vehicle designed to transport one or two people, including motor-scooters, minibikes, and mopeds.

Motor Vehicle in Transport

A motor vehicle in motion on the trafficway or any other motor vehicle on the roadway, including stalled, disabled, or abandoned vehicles.

Night

From 6 p.m. to 5:59 a.m.

Noncollision

A class of crash in which the first harmful event does not involve a collision with a fixed object, nonfixed object, or a motor vehicle. This includes overturn, fire/explosion, falls from a vehicle, and injuries in a vehicle.

Nonoccupant

Any person who is not an occupant of a motor vehicle in transport and includes the following:

1. Pedestrians
2. Pedalcyclists
3. Occupants of parked motor vehicles
4. Others such as joggers, skateboard riders, people riding on animals, and persons riding in animal-drawn conveyances.

Nonoccupant Location

The location of nonoccupants at time of impact. Intersection locations are coded only if nonoccupants were struck in the area formed by a junction of two or more trafficways. Non-intersection location may include nonoccupants struck on a junction of a driveway/alley access and a named trafficway. Nonoccupants who are occupants of motor vehicles not in transport are coded with respect to the location of the vehicle.

Objects Not Fixed

Objects that are movable or moving but are not motor vehicles. Includes pedestrians, pedalcyclists, animals, or trains (e.g., spilled cargo in roadway).

Occupant

Any person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle.

Other Vehicle

Consists of the following types of vehicles:

1. Large limousine (more than four side doors or stretched chassis)
2. Three-wheel automobile or automobile derivative
3. Van-based motorhome
4. Light-truck-based motorhome (chassis mounted)
5. Large-truck-based motorhome
6. ATV (all terrain vehicle, including dune/swamp buggy) and ATC (all terrain cycle)
7. Snowmobile
8. Farm equipment other than trucks
9. Construction equipment other than trucks (includes graders)
10. Other type vehicle (includes go-cart, fork lift, city streetsweeper).

Passenger

Any occupant of a motor vehicle who is not a driver.

Passenger Car

Motor vehicles used primarily for carrying passengers, including convertibles, sedans, and station wagons.

Pedalcyclist

A person on a vehicle that is powered solely by pedals.

Pedestrian

Any person not in or upon a motor vehicle or other vehicle.

Restraint Use

The occupant's use of available vehicle restraints including lap belt, shoulder belt, or automatic belt.

Roadway

That part of a trafficway designed, improved, and ordinarily used for motor vehicle travel.

Roadway Function Class

The classification describing the character of service the street or highway is intended to provide. Includes the following:

Interstates. Limited access divided facilities of at least four lanes designated by the Federal Highway Administration as part of the Interstate System.

Other Freeways and Expressways. All urban principal arterial with limited control of access not on the Interstate system.

Other Principal Arterials. Major streets or highways, many with multi-lane or freeway design, serving high-volume traffic corridor movements that connect major generators of travel.

Minor Arterials. Streets and highways linking cities and larger towns in rural areas in distributing trips to small geographic areas in urban areas (not penetrating identifiable neighborhoods).

Collectors. In rural areas, routes serving intra-county, rather than statewide travel. In urban areas, streets providing direct access to neighborhoods as well as direct access to arterials.

Local Streets and Roads. Streets whose primary purpose is feeding higher order systems, providing direct access with little or no through traffic.

Glossary

Rollover

Rollover is defined as any vehicle rotation of 90 degrees or more about any true longitudinal or lateral axis. Includes rollovers occurring as a first harmful event or subsequent event.

Seating Position

The location of the occupants in the vehicle. More than one can be assigned the same seat position; however, this is allowed only when a person is sitting on someone's lap.

School Bus-Related Crash

Any crash in which a vehicle, regardless of body design, used as a school bus is directly or indirectly involved, such as a crash involving school children alighting from a vehicle.

Single-Unit Truck

A medium or heavy truck in which the engine, cab, drive train, and cargo area are all on one chassis.

Trafficway

Any road, street, or highway open to the public as a matter of right or custom for moving persons or property from one place to another.

Vehicle

See *Motor Vehicle in Transport*.

Vehicle Type

A series of motor vehicle body types that have been grouped together because of their design similarities. The principal vehicle types used in this report are passenger car, light truck, large truck, motorcycle, bus, and other vehicle. See the definition of each of the vehicle types elsewhere in this glossary.

Weekday

From 6 a.m. Monday to 5:59 p.m. Friday.

Weekend

From 6 p.m. Friday to 5:59 a.m. Monday.

A

Age

Alcohol 36, 37, 112, 113, 114, 115, 117
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 Injury Severity 86
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 Person Type 104, 128, 129, 133, 134
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Ejection 107

Fire 66

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Most Harmful Event 69, 73, 105

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Rates 17, 24, 25

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Rollover 64

Seating Position 122

State 154-155

Year 17, 24

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Month 44

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Fire 66

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License Compliance 126

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Year 17, 28

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Age 21, 103, 104

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**Lives Saved by Restraint Use and 21-Year-Old Minimum Legal Drinking Age Laws,
and Additional Lives That Would Have Been Saved
at 100 Percent Safety Belt and Motorcycle Helmet Use, 1975-2005**

Year	Lives Saved					Additional Lives That Would Have Been Saved at 100% Use	
	Passenger Vehicle Restraints			Motorcycle Helmets	21-Year-Old Drinking Age*	Safety Belts	Motorcycle Helmets
	Child Restraints	Safety Belts	Air Bags				
1975	36	978	0	823	412	13,301	1,164
1976	20	796	0	788	436	13,851	1,189
1977	35	682	0	970	474	14,460	1,472
1978	25	679	0	900	509	15,541	1,588
1979	49	594	0	885	575	15,726	1,676
1980	49	575	0	871	595	15,730	1,744
1981	69	548	0	843	633	15,222	1,667
1982	75	678	0	816	578	13,250	1,528
1983	105	809	0	735	609	12,913	1,450
1984	126	1,197	0	813	709	13,227	759
1985	153	2,435	0	788	701	12,508	764
1986	166	4,094	0	807	840	12,728	751
1987	213	5,141	2	667	1,071	12,678	697
1988	248	5,959	5	622	1,148	12,674	644
1989	238	6,333	8	561	1,093	12,256	553
1990	222	6,592	37	655	1,033	11,761	541
1991	253	6,838	71	595	941	10,812	467
1992	292	7,020	108	641	795	10,195	323
1993	313	7,773	190	671	816	10,212	336
1994	420	9,219	309	625	848	9,507	339
1995	408	9,882	536	624	851	9,781	326
1996	480	10,710	783	617	846	9,459	324
1997	444	11,259	973	627	846	9,096	315
1998	438	11,680	1,208	660	861	8,690	369
1999	447	11,941	1,491	745	901	8,809	396
2000	479	12,882	1,716	872	922	8,245	478
2001	388	13,295	1,978	947	927	8,016	558
2002	383	14,264	2,324	992	922	6,837	576
2003	447	15,095	2,519	1,173	918	6,151	651
2004	455	15,548	2,660	1,324	927	5,874	673
2005	420	15,632	2,741	1,546	823	5,328	728
Total	7,896	211,128	19,659	25,203	24,560	344,838	25,046

*Estimated reductions in deaths that resulted from the presence of laws establishing a minimum legal age of 21 years for the consumption of alcoholic beverages.

The table above presents estimates of the lives saved in 2005 and previous years by various protective devices or laws. The estimates were obtained by combining information from fatal traffic crashes with estimates of the effectiveness of each device or law in saving lives. For safety belts and motorcycle helmets, the table also estimates the numbers of additional lives that could have been saved if the devices had been used by more people.

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